CYCLE NEWS®

WEST

e XIII : Number 3 : January 27, 1976 50¢

Lone Star sippin', skinny dippin', steel guitars & motocross wars
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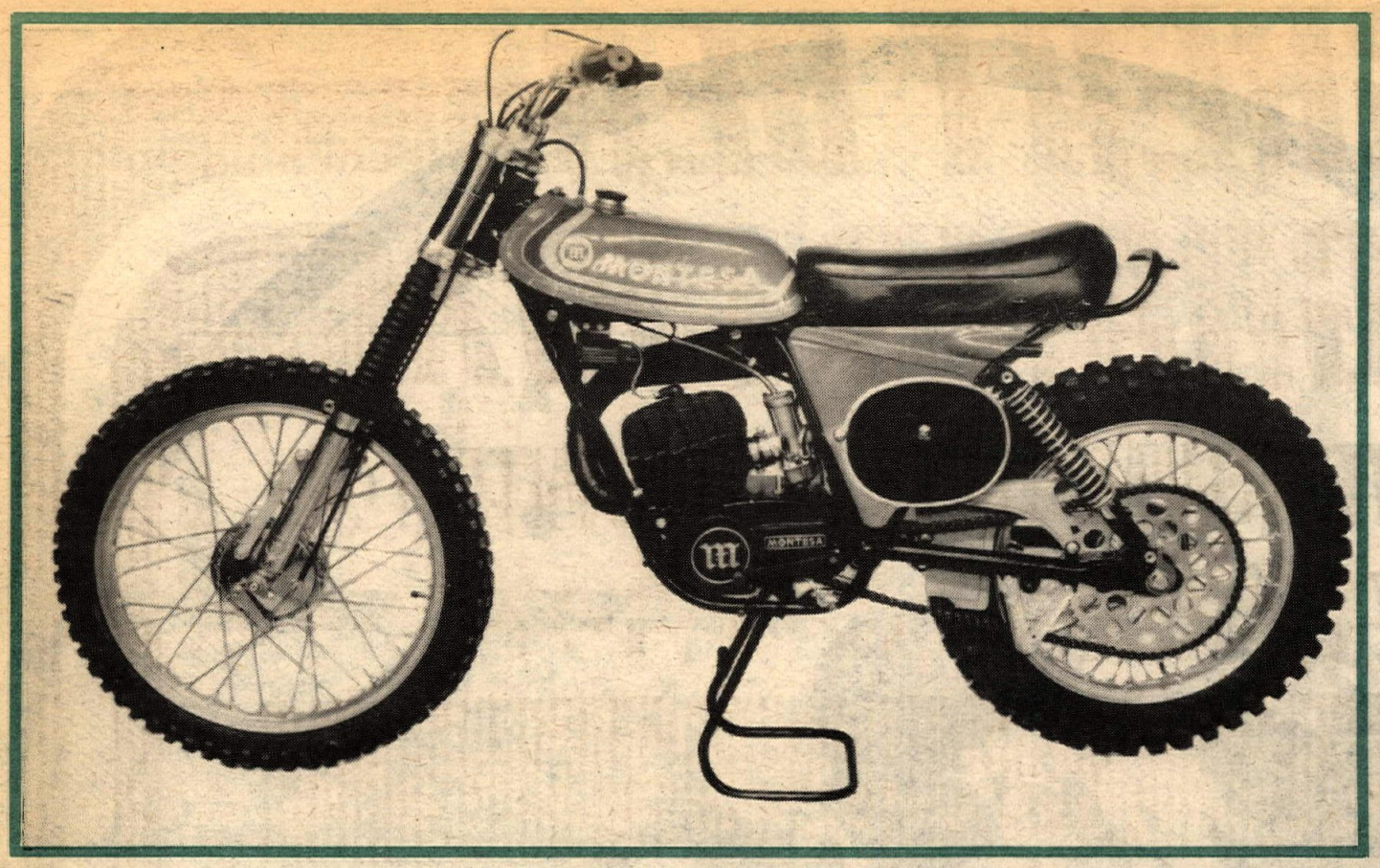

Montesa now offers a full line of motocross models for 1976 including a new 360 Cappra and Cappra 125 GJS (above). The 125 has a six speed transmission, chrome-moly frame and shares many suspension components with its big brothers. Weighing in at 196 lbs. you can carry it out of your Montesa dealer by laying sown a handful of pesos.

THE LATEST POOP

BY PAPA WEALEY

The ten event USRRC road racing series is now in the final planning and scheduling stages by the W/ERA. The series, with purses in the $10-25,000 range was adopted to give professional road racers events to race outside the AMA Grand National Circuit.

Diane Cox, the first lady Expert in AMA Grand National Championship racing, will be returning to the Dome for the second time. Last year Diane qualified for the short track program, but not the TT.

French journalist Philippe Debarle writes to say that 50cc World Champion Angel Nieto and another Spaniard will campaign Bultacos (Piavaticci) in both the 50 and 125cc road racing GPs this season. The bikes will be sponsored by the Spanish government's Department of Sports.

Phil Read, currently without a ride for the upcoming GP season, will ride Daytona on a private Yamaha TZ750 . . . GP competitors Michael Rougerie, Philippe Coulon and Bruno Kneubuhler will be Yamaha mounted for Daytona. The three riders will comprise "Team Elf." Coup d' Endurance rider Christian Estrosi has also entered Daytona board a Yamaha.

Mike Gerald will ride a Yamaha TT500 in the Houston Astrodome TT National. According to Mike's right hand man at his Baton Rouge, Louisiana, Yamaha shop, Goober, "Mike's been doin' some cutting here and there and he's really excited about how the TT500 handles." Also expected to compete in the annual Dome TT aboard a TT500 is last year's Houston short track winner, Darryl Hurst, who like Gerald is a Yamaha dealer.

An amendment to the W/ERA rules for Street class permits footpeg and rear shock modification ala the 1975 rules.

Two additions to the calendar which motocross fans might want to note are the 250cc Trophee des Nations which takes place in Wohlen, Switzerland on September 5 and the September 12 500cc Motocross des Nations in St. Anthonis, Holland.

Bart Markel's one off (literally) single cylinder Harley-Davidson XR750 got its first test January 4 at a Michigan ice race. The bike, which Bart figured might just be the thing for the Houston TT, didn't fare too well so it's back to the workshop to bolt the second cylinder of the vee twin back on.

For those of you who have the problem of glasses that fog up when you come in from the cold, Bart Markel has a hint . . . back in the door. Think about it.

The July 24 Ascot TT has been rescheduled to August 7. The July date of the AMA Grand National/Championship Camel Pro Series event was in conflict with the Superbowl of MX.

Michigan's Rex Beauchamp is heading to Texas for a week of cowtrailing and general relaxation prior to the Houston Nationals. Beauchamp, and possibly Corky Keener and Jay Springsteen, will be staying with Mike Kidd.

A swap meet and auction will be held in conjunction with the Houston Nationals January 23-24. The Astro Complex area will be the scene of buying and selling all kinds of bike stuff. For further info and sellers space contact Frosty Freeze 713/692-9195.

How would you like to see your name in Cycle News each week? If you're interested in writing race reports and know how to take pictures give us a call ASAP. We need reporters in lots of different areas to cover motocross, enduros, dirt track, etc. Ask for the editorial department.

Looking for a nitrogen bottle to service gas-filled monos and things? Linde Welding Supply Distributors nationwide list a tank designed the "R" bottle, 14 inches high by 6 inches diameter that holds about 20 feet of high pressure nitrogen gas.

This year's Easter Transatlantic Trophy road races will take place on April 16-18-19. Kenny Roberts will lead the American team, which returns to England as defending champion, at Brands Hatch, Mallory Park and Oulton Park.

The American Motorcycle Drag Racing Association (AMDRA) has moved to new headquarters. Director Roy Strawn and his staff will now be located at 13221 South Prairie, Hawthorne, California 90250. The new phone number is (213) 772-2774.

The AMDRA/NHRA National Drags will kick off their championship season with an event during Daytona Speed Week. The event, run at the Ormond Beach (Florida) Airport, will hold practice and qualifying March 4 and 5. The finals from Top Fuel on down, will be run Saturday (March 6) evening. AMDRA's full schedule appears on our centerspread major events calendar.

To see what the BLM does with your buck a head competition fee, check Political Lifeline (nee Hotline) on page 19.

The California Department of Parks and Recreation held hearings January 15 and 16 in San Diego on the reclassification of 2000 acres of Anza Borrego Desert State Park to recreational use. This would in turn pave the way for creation of a 13,000 acre ORV recreation area at Ocotillo Wells, for which $2.2 million has already been appropriated by the California legislature. No determination as yet.

Both Jawa and Bultaco have expressed a desire to return to GP road racing. The Czechoslovakian Jawa factory would field riders on their own machines while Bultaco is looking at continuing the engine work produced by the Italian Piovaticci concern.

Pacific Northwest Trials Association (PNTA) will host the U.S. round of the world trials championship at Gold Bar, WA., on July 25.

The final Trans-AMA site has been selected in Texas. Rabbit Run Motocross Park in Plano, Texas will reverberate with Euro-American motocross on October 31.

The AMA is looking for California promoters to run a series to qualifiers for the 1976 Superbowl support class. If a west coast qualifier series does not develop the AMA will invite riders to the support bash. Give Mike Deprie a call in Westerville, Ohio.

All you Corona Raceway hotshoes hang in there. Right now 750s aren't allowed to run because the Riverside District Attorney put the nix to the noise level. Hopefully by the end of the month the nix will become a nod. But for now, nothing over 450cc will be allowed to compete on the popular Corona course.

A familiar track with a brand new look will open Wednesday night (January 21). AMC will premier their night motocross racing season at Orange County International Raceway on the new one-mile course. The longer course also features a new starting gate, additional lighting, two long straights and three high-banked turns. Gates open at 5 p.m. and racing starts at 7:30. Don't take our word for it, check it out for yourself.

So far the UEA Ride-On Enduro, scheduled for February 8, has gathered over $1,500 worth of contingencies to be handed out at the event. Helmets, boots, handlebars, etc. you name it, they have it. But you have to be present to get it. Entries are still open and since it's a benefit run for the Desert Defense Fund your money will be well spent. For info call the United Enduro Association, 714/871-9677 or 213/431-2481.

Texas professional short trackers have formed an association aptly called the Texas Professional Motorcycle Racing Association. It is open to all AMA pros and mechanics. Meetings are on the first Wednesday night of each month at Irving Suzuki, Irving, Texas.

Bureau of Outdoor Recreation has prepared a 16-page pamphlet entitled "Off-Road Vehicle Use of Federal Lands" which briefly outlines that bureau's position on recreational motor vehicles. The BOR is an arm of the Department of the Interior which coordinates federal land use programs and assists in local planning. "Off-Road Vehicle Use on Federal Lands" includes general guidelines for ORV use on various federal lands. Dated July 1975, the pamphlet became available only recently. It is free and can be obtained by writing: Office of Communications, Bureau of Outdoor Recreation, Department of the Interior, Washington, D.C. 20240.

Yamaha has introduced a steel-grey cleaned up version of its XS500 twin into the European market. It's a lot prettier than the decaled-up stuff they're peddling over here. They musta' hired some of Detroits rejects for American-market-styling.

Same goes for the European-styled versions of the RD400 and RD125. But then Americans are supposed to be dumb and have no taste – right?

Look for a super-trick Harley-Davidson XR prepared by Bart Markel and ridden by Ted Boody at the upcoming Astrodome Nationals.

The Yamaha motocross team will be getting brand new water-cooled 125s before the start of the 1976 National Championship series. Inside sources say the new bikes have a distinct advantage over the air-cooled models after the 20 minute mark.

With the Florida Winter Series only one week away and the National MX Championship rounds beginning the first week in April it is time to mail in your entries. If you do not have a National number, but plan to ride the Nationals, then time is of the essence. Post mark date on the entry will determine which non-ranked motocrossers get to ride.

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• CHILDREN UNDER 12 FREE • NEW COURSE • GREAT BEAR DECALS • INDOOR PLUMBING
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Entries open January 26, 1976, and close March 7, 1976. Starting position determined by postmark. Spectators – $5.00 per person (includes overnight camping). RIR open noon Friday, April 2, 1976. Waterproofing recommended. Motorcycles must be impounded prior to race.

GREAT BEAR GRAND PRIX

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Orange, Calif.
92667

Phone (714) 636-OCMC
or (714) 636-6262

Mail Entry $14.00 a rider – Post Entry $25.00
(Includes $1.00 for District 37 Legal Defense Fund)

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DISTRICT 37 CLASSIFICATION		FOR DISTRICT 37 POINTS ONLY
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JUNIOR		DIVISION _____
EXPERT		CLUB _____
NONE		
OTHER*		

*IF YOU DO NOT HAVE A CURRENT DISTRICT 37 CARD, ATTACH COPY OF CLASSIFICATION FROM OTHER ORGANIZATION.

ENTRY MUST BE ACCOMPANIED BY 2 SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES

PLEASE PRINT CLEARLY

Name _____ Address _____ Age _____

City _____ State _____ Zip _____ Phone ____ / _____

Eng. No. _____ Eng. Size _____ Make Bike _____ AMA # _____ Expires _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(Entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice class motorcycle rider having been so qualified by a competent organization.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant _____ Date _____ 19 _____

If entrant is under 18 and does not have a current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her notarized consent to the terms of entry. _____

NOTICE – THE BELOW INFORMATION TO BE USED BY RESCUE FORCES ONLY.

Male/Female G.P. No.

RIDER'S NAME _____ AGE _____

STREET ADDRESS _____ CITY _____ STATE _____ PHONE _____

PERSON TO NOTIFY IN CASE OF ACCIDENT _____ PHONE _____

RELATIONSHIP _____ YOUR BLOOD TYPE _____

YOUR INSURANCE COMPANY _____ POLICY NUMBER _____

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ON THE COVER: Dave Taylor in sideways flight seeks safety and his right footpeg. Andy Hayt captured Taylor with both feet on the ground and a Brownie in his hands.

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VOICES OF THE WEST

Ride-On rebuttal

The *UEA Ride-On Enduro* is a "No Bull" benefit for the Competition Motorcyclists Legal Defense Fund. Profits from the enduro will be donated to the defense fund.

The benefit contribution source includes, but is not at all limited to, the cost of trophies donated by individuals. Trophies are just another (of many) expenses of running an enduro. The reduction of any part of expenses increases profit, and therefore, increases the amount of money generated for the defense fund. In an attempt to maximize profits the members of UEA are donating their time and money, approximately $250 to $300 per family. UEA is a non-profit AMA chartered club.

To make the *Ride-On Enduro* a success we need the support of all motorcycle enthusiasts. For more detailed cost accounting information please take the time to call me at (213) 431-2481. We must not allow support for the defense fund to suffer from a lack of honest information.

TOM KING
President
United Enduro Association
P.O. Box 583
Seal Beach, CA 90740

The UEA admits that their flyer doesn't say anywhere that all the after-expense proceeds will go to the Desert Defense Fund, but that is so and always has been their intention. If I hadn't written my letter and you hadn't published it as you did, all we would have would be a lack of communication . . .

ED HOWELL
N. Hollywood, Calif..

Who's side you on . . . . .

RUSSELL ELLIS
Altadena, Calif.

All this and Coors, too

You people who have been complaining about the laws coming down on bikes, here is your chance to show you mean it. There's a San Gabriel Valley chapter of M.O.R.E. forming. If you're interested, be at Shakey's Pizza West Covina on Azusa Ave. just north of I-10 freeway, January 27, Tuesday at 7:30 p.m. For more info call John at (714) 966-7686 or Randy at 330-8344. P.S. They also serve Coors.

JOHN McGUIRE
West Covina, Calif.

Anaheim echoes

I refer to Larry Theobald's letter in Voices of the West, January 13th, Cycle News.

MediaMax's policy is never to advertise riders who have not given us a firm commitment to appear at our races. All of the riders who were mentioned had either signed a contract or given MediaMax a firm commitment to appear and ride. In the case of Jim Ellis and Jim Pomeroy, they were injured prior to Anaheim and were still possibles to start as late as the Friday, one week prior. Mr. Tripes had signed to appear months prior and then at the last moment wanted a better deal for himself which we felt was unfair to the other riders. Mr. Tripes was welcome to compete under the terms of our original contract.

Reviewing our ad of December 6th, page 16 and 17 of Cycle News, we name 17 riders plus 20 others. The fact is that we understated our contingency of riders by 13. Reviewing our event program scorecard, I find a list of 40 riders plus space to write in 10 local riders who qualified at Escape Country, December 6th. How Mr. Theobald only counted 23 is a mystery to me.

MediaMax always makes it a policy to offer a new starting positions to talented riders, not only from California but riders from other states. Those riders from out of state qualified in a series of races in their area. Many excellent riders cannot afford to follow the entire AMA Pro Series where they receive National recognition. We feel by broadening the scope of competition we are helping the sport.

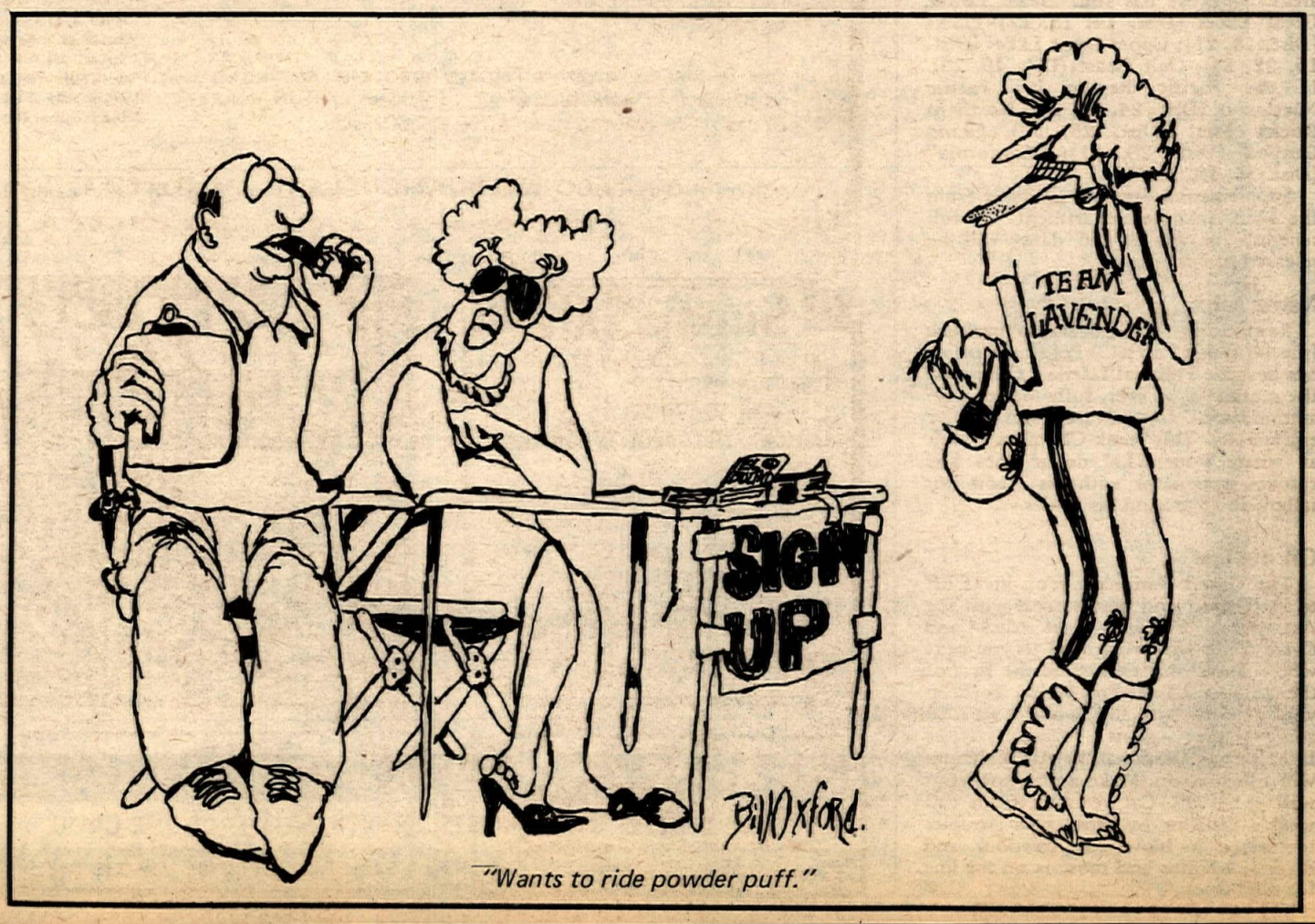
Our program was a 48-page book plus a 12-page pull-out section with only 20 full pages of advertising. I would also be interested to know where he purchased a ticket for $8 when our tickets sold for $7, $10 and $15.

MediaMax is a promotion company which operates twelve months a year promoting motocross events.

In closing, I would like to assure Mr. Theobald that MediaMax respects his opinions and his right to inform others about the quality or lack of quality of any event. Mr. Theobald's comment about the P.A. System was well founded and we plan to install a concert sound system for future events at Anaheim to solve this problem.

LYNNE H. SAUNDERS
Executive Vice President
MediaMax, Inc.
S. Laguna, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.



"Wants to ride powder puff."

UP SHOT

ABC/Bell Leathers announces contingencies

Getting a bit of support into most major national racing programs is the major thrust of ABC Leathers' 1976 contingency program. In addition to the traditional broad-based support of the AMA Grand National riders, ABC is also getting into CMC motocross in 11 states providing rider discounts and support for three big pro races, dates and venues to be announced. They've also instituted a $10,000 season-long contingency program for SRA speedway, plus discounts to license-holders. For road racing, the company is still talking with AFM and W/ERA.

The major portion, pushing $11,000, is budgetted for the AMA Grand National series — $7200 for dirt track and $3300 for road racing. In the AMA's four pavement Nationals, ABC's program will pay the top ten Experts, plus the top five in Lightweight Expert, Superbike Production and Novice classes.

AMA National Amateur motocross program for '76

Initial eliminations leading to an October National Championship race will begin at the district level. Officially-recognized district organizations will qualify riders by points system, district championships or special qualifier races, at their option. Riders in districts without "recognized" organizations qualify through regular AMA points events through June 5.

Survivors go into a regional program, first a two-race "area" series and then a sudden-death regional event. For purposes of qualifying, the three AMA Regions (Atlantic, Midwest, Pacific) have been subdivided into a total of 11 areas. Midwest has four areas: Lower Great Lakes (Dist. 14, 15, 17); Plains (Dist. 18, 21); Upper Great Lakes (Dist. 16, 22, 23); Gulf Coast (Dist. 19, 20). In the Pacific Region it's Pacific Northwest (Dist. 24, 27, 28); Northern Rocky Mtn. (Dist. 25, 30); Grand Canyon (Dist. 26, 31); "California" (Dist. 35, 36, 37, 38).

Supplemental regs are available from the AMA Amateur Department. The full schedule of tracks and dates will be released in February.

Name game

Responding to unbearable pressure (the boss said "do it!") Political Hotline has become Political Lifeline. Otherwise the section is, as ever, fully loaded with ammunition for aware and active enthusiasts. This week CN takes a look at where your BLM dollar goes and catches a Senator with his credibility falling down around his ankles.

On the line

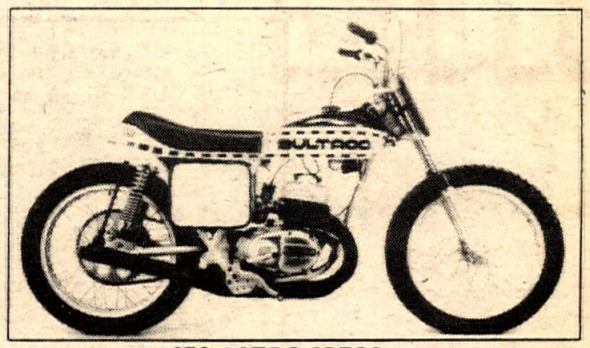
The Grand National circuit kicks off to its biggest and best season with the Astrodome TT and short track and *Cycle News* will bring it all to you next week. The Dome events are the first of the 28 race Camel Pro Series. To keep you in touch with all the places we'll be going the giant *Cycle News* International/National Events Calendar will appear soon. Make a place on your wall. The MX Cat recovers from this week's rousting by motocross groupies to strike a blow for freedom and dignity. All this and more is on the line for next week. ●

The old timers talk about the days when they would ride their bikes to the track, tape up the headlight, and win their heat. You can still do that now. . .except forget the part about winning! You know that to be competitive now, it takes a whole lot more. If you want to win nowadays, you have two choices:

CHOICE ONE - Buy a super trick engine, expensive frame, spool front wheel, quick change rear wheel, disc brake, fiberglass seat/tank combination, handlebars, special tires, exhaust pipe, switch the shift lever over, and hope it all comes out right. . .OR

CHOICE TWO - Buy a ASTRO. . .because it comes race ready! Professional short track racing has felt the presence of the 250 and 360 Astros for years. All over the United States the most respected names in short track racing have depended on the Astro for their consistent high places. Riders like Terry Poovey, Guy McClure, Jay Springsteen, Bubba Rush, Roger Crump, Freddie Spencer, and Garth Brow have added their names to the list for Astro powered winners.

You've seen Bultacos winning short track races for years and if you plan some serious short tracking for 1976 you just can't afford not to be on a 250 or 360 Astro.



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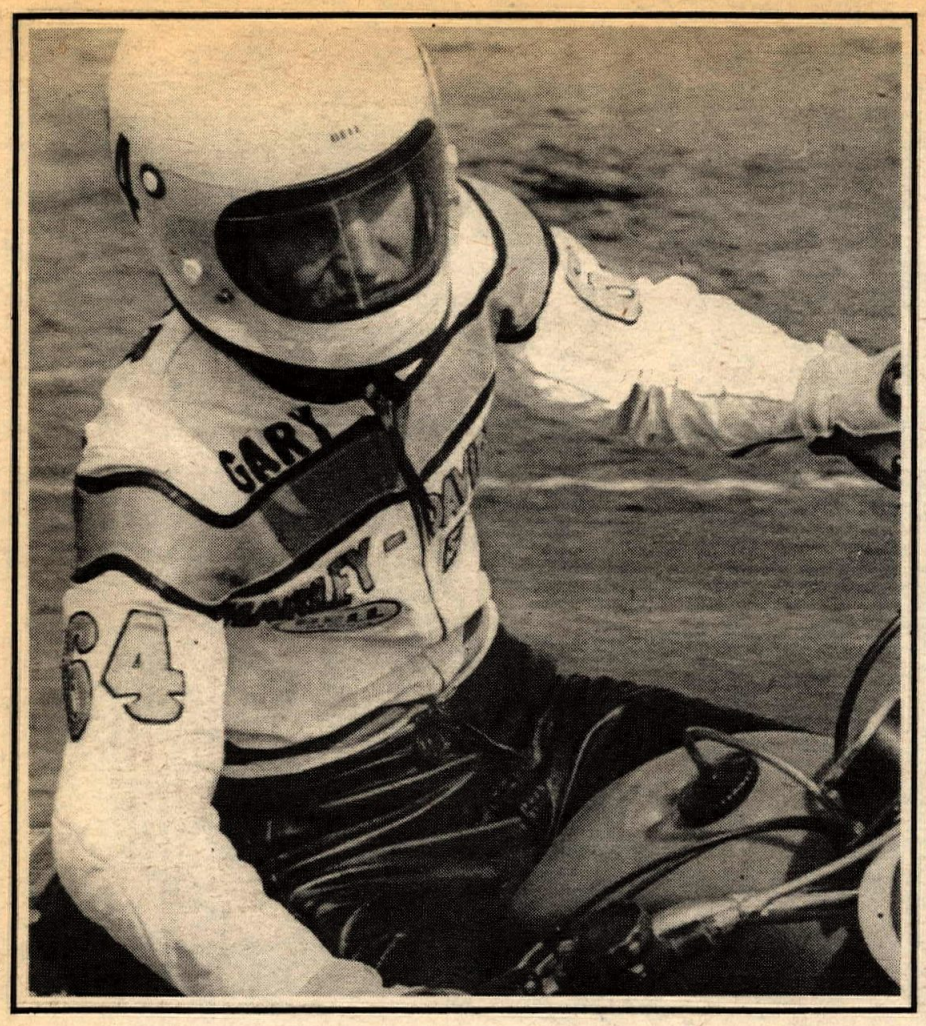


Protag

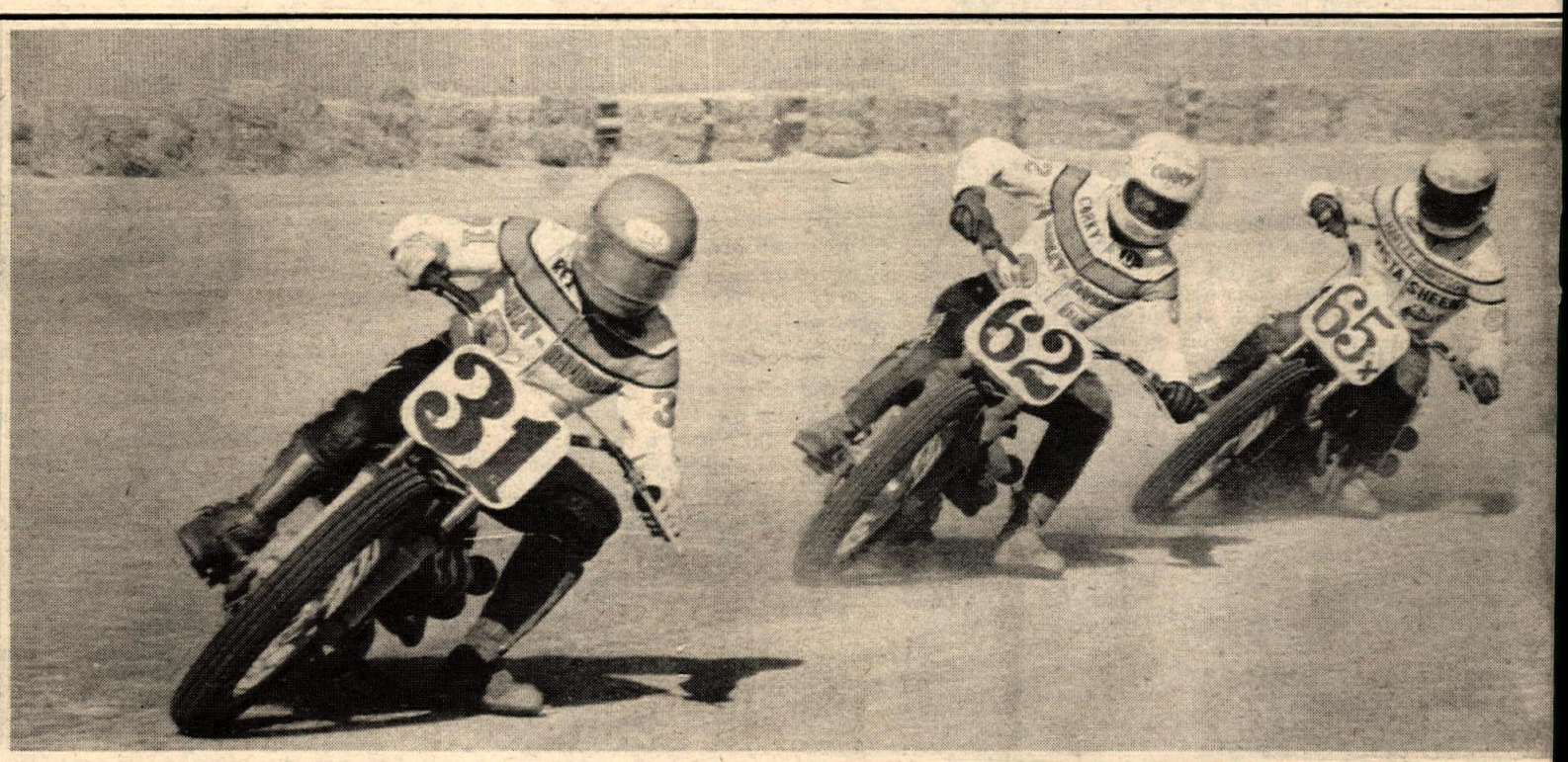
in the year o

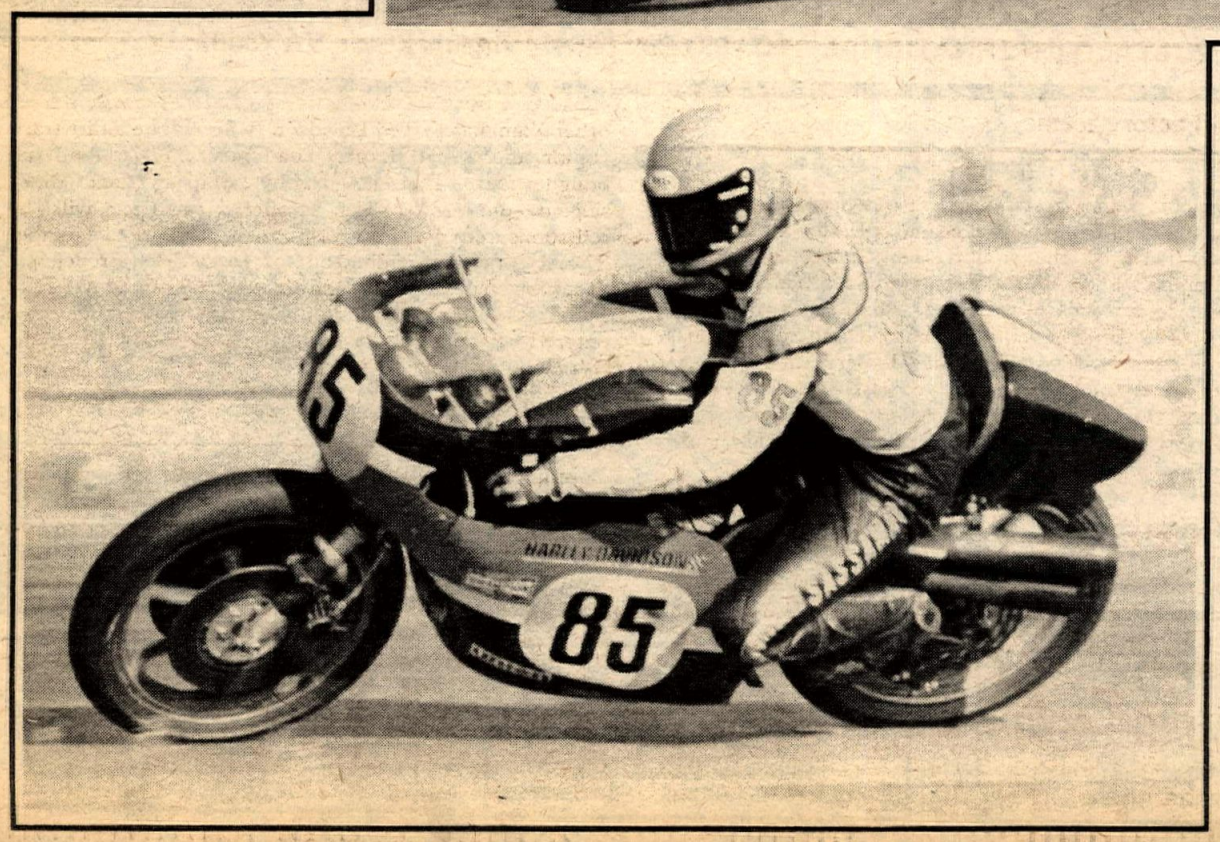
Gary Scott
National Number One

Privateer by choice in what may be the year of the privateer, Gary Scott is still hustling to line up motorcycles with which to defend his Grand National title. So far, he's got a Shell Yamaha for short track, a Harley XR dirt tracker of his own, and a Boston Cycles Yamaha TZ750 which he'll have in time for Daytona. In addition, Shell Thuett has built a 750 Yamaha TT bike for Gary and the two have been wringing it out at Elsinore during the past week. It's virtually certain that Gary will start with this bike at Houston January 23.

On the road the defending champion will be teamed with tuner Carl Patrick of Enon, Ohio. Carl's known back East as an Expert dirt tracker, retired from active racing.

There's rumors of major accessory backing as Scott continues to talk to everybody, but nothing's expected to gel until Daytona. He'll be going in to the Astrodome with whatever he's got so far. Following a period when riders pursued the fabled factory ride like the Holy Grail, it's hard to believe Gary would voluntarily cut the ground from under himself just to make things difficult. He must know something that may just dawn on the rest of us – that in 1976 it may be more important to have the right machine for each type of race on the tour than to have unlimited factory bucks and a dominant machine in only one of many environments.





Factory teams

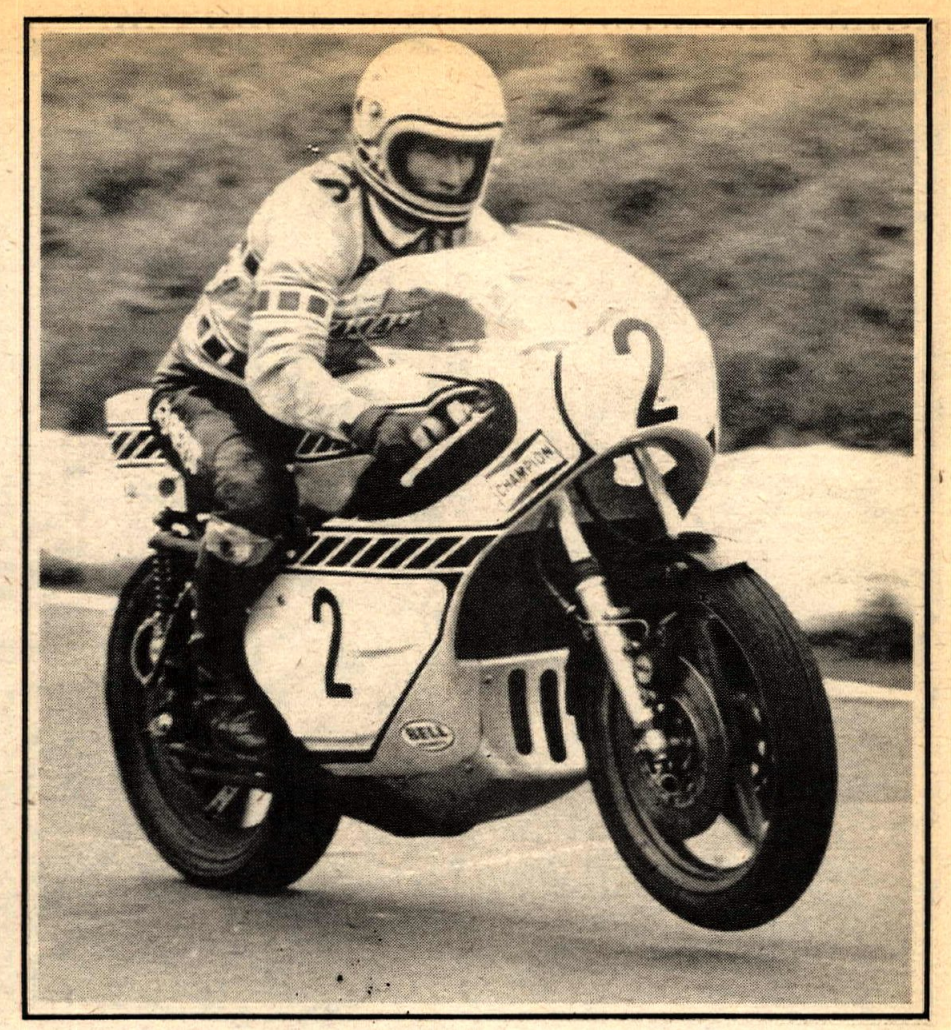
Harley-Davidson

Harley-Davidson, chasing the elusive Number One with their celebrated Wrecking Crew of standout dirt-trackers, is in a position to smother the opposition under Rex Beauchamp, Corky Keener, Mert Lawwill, Greg Sassaman and Jay Springsteen – National winners all – an unprecedented lineup of heavy-duty talent, racing under the stern chaperonage of Godfather Dick O'Brien.

Though the streakers in orange and black can rest somewhat on the dominance of the XR750 in dirt track, it's going to be an interesting year watching them develop competitive short track and road race machinery for their riders. Circuit-watchers are expecting them to show up at Houston with as many as four different short-trackers: the venerable Sprint for a backup, one or more watercooled RR250 twins, an SX250-based single, and possibly a 350 single if they can gain approval for the engine in time. Factory involvement in road racing will be confined mostly to providing an RR250 for Springsteen, who will be a 250 Expert; although Sassaman is expected to continue development-testing the four-carb 500 that Scott rode briefly at Laguna Seca last year.

gonists

the Privateer

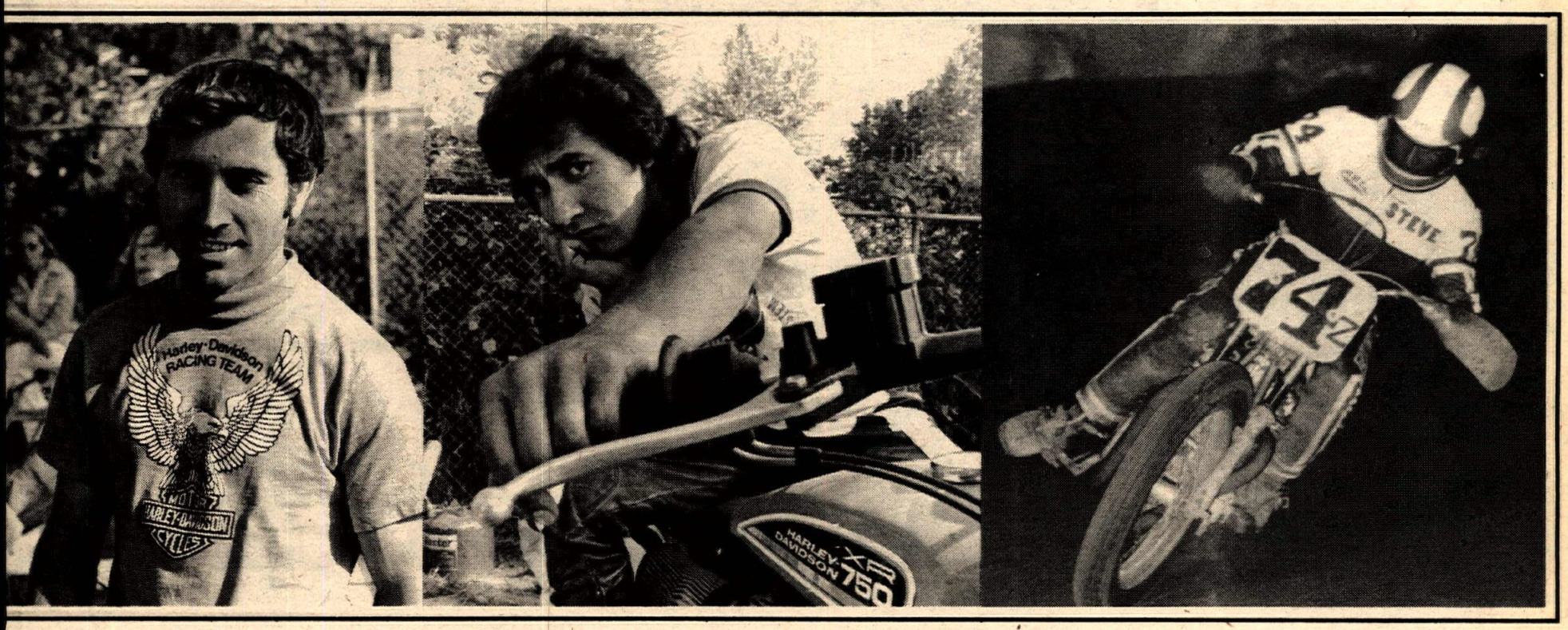


Kenny Roberts
National Number Two

Roberts, on the rebound from a season of equipment experimentation that went sour, is "Mr. Factory" for 1976. In direct contrast to Scott, Roberts is the only rider on the National circuit who can be said to have a true factory ride in all aspects: short track, 750 dirt track and road race. Roberts the man has proven beyond doubt that he is master of all forms, grand-slamming the circuit even as he was to lose the title itself. Roberts the full-time Yamaha employee can look forward to an intensive year of work dedicated to regaining that title.

Although Ken's expected to once again captain the defending Champion American team in the Anglo-American match races this spring, that may have to be the sum total of his European campaigning in '76. Europe is on a slow simmer in spite of Roberts' oft-declared desire to campaign for one or more of the FIM world road racing championships.

Knowing Kenny's brilliance on pavement, this is a bit of a disappointment, but it will have to wait until Ken can reassert his dominance of the American Grand National circuit. That in itself is a challenge unique in all the world of motorcycle racing, enough to give the Europeans something to think about as they await his coming another year.



Kawasaki

Kawasaki has officially withdrawn from the circuit. Mike Kidd (who lists his sponsor as KMC) will race a Kaw 350 at the Astro short track and has a KX450 ex-motocrosser for the TT. Kawasakis will be campaigned on pavement by Kidd, Ron Pierce (out of Boston Cycles), and Nixon/Kanemoto.

NVT — no official involvement.
Suzuki — no official involvement.

Yamaha

Yamaha will be backing one rider on the circuit, Kenny Roberts, with undivided support from Kel Carruthers and Tim Witham on the mechanical end. Kel, who has been gradually branching out from his road racing specialty, will have responsibility for the whole program this year. They'll have an impressive array of machines to work with, in spite of the multi ban in dirt track. For short track, the 360 reed-valve with a claimed wet weight of 234 pounds; for road race Nationals the monoshock TZ750; and for dirt track the GXS750 twin. They're expected to concentrate on unlocking the 750's latent horsepower with a new cylinder head (they just got the first batch of castings from Japan for AMA approval). In addition, Roberts will race a monoshock version of the TZ250 in Lightweight road races.

Non-Factory teams

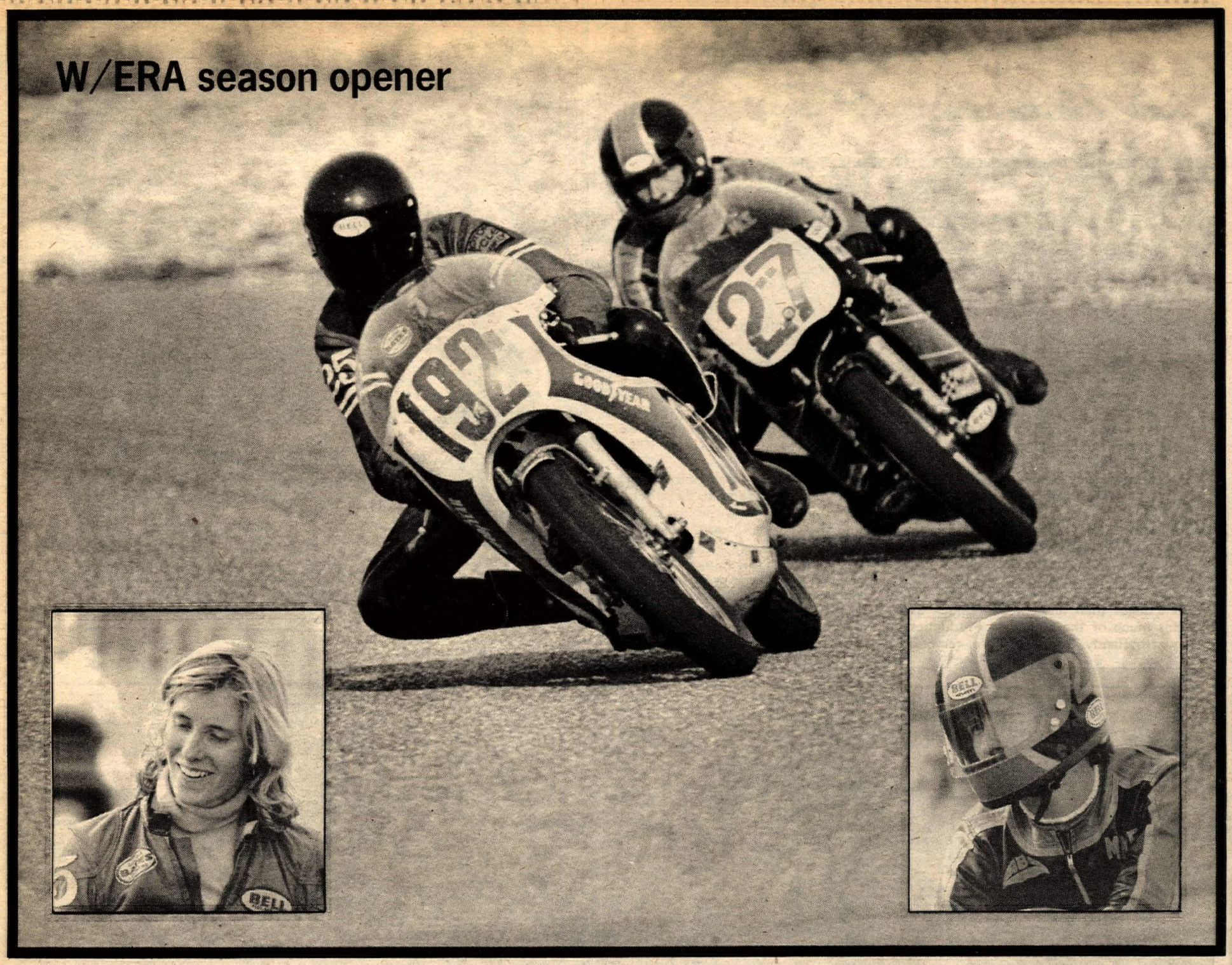
Look for Team Vista Sheen to concentrate on Ted Boody on a Bul short tracker and a Harley as their only Expert rider on the circuit. Dan Gurney Racing will continue to back Chuck Palmgren on a Yamaha short tracker and possibly a Harley. Shell Racing will have Hank Scott full time on Yamahas, Gary Scott at least part of the time, plus rookie Expert Rich Kraft of Phoenix. In the newest deal of all, Evel Knievel has officially entered Gene Romero at Houston with a "Mystery Special" Bultaco for the short track and a Harley for the TT.

Privateers

Dave Aldana will be self-sponsored at Houston on a Yamaha short tracker and a Harley TT bike. John Gennai is set up to ride a Bultaco short tracker for Bultaco International and will enter Marty Tripes' ex-motocrosser in the Houston TT. John's still working on getting a Triumph together for other events. Previous Astro winner Dave Hansen will ride a Honda short tracker and a Triumph for Champion Frames and Cycle Imports. Randy Cleek is expected to continue campaigning on Yamahas for Bel-Ray. Rick Hocking has a Champion-framed Yamaha for short track, has sold his other Yamahas to Ted Davidson (who will be a dirt track Junior and a 250 Expert road racer in '76) and has bought Dave Hansen's Harley. Skip Aksland, once singled out as a Ken Roberts protege, will be self-sponsored on Yamahas, carrying National Number 27. Al Jorgensen, riding out of Jorgy's Motorcycles in Stockton, has a new National number, 44, and will field a Bul Astro and a BSA at Houston. John Hateley is entered on Triumphs in both short track and TT at the 'Dome.

Rookies of the West

Topping the list of rookie Experts is Steve Eklund, last year's points-leading Junior. Riding for K & L Supply he presently has a pair of Yamahas — a short tracker and his old Junior 750 — and has ordered a Harley. Many-times rival Dan McWhorter of Riverside, CA. is self-sponsored on Yamahas. Northern California rookies Gary Tonda, Nick Nazzisi and Steve Foster, will go to the Houston TT with self-sponsored Triumphs. From Central California comes Bakersfield's Frank Adamo, self-sponsored on a Yamaha. Sal Peluso of San Diego will ride a Don Vesco Husky at the Astro short track and a Vesco Yamaha in the TT. Texan Terry Poovey will be sponsored by brother Ted on a Triumph and a Bul Astro.



Two for the GP wars. Dave Emde (left) and Mike Baeder (right): young, fast, and both racing with the benefit of 100% father-son rapport. They took full opportunity to exercise their equipment in Fasttrack's back section.

Bikes, biscuits & a beagle

By Lane Campbell

PHOENIX, ARIZ., JAN 17-18

If you should ever spend the night at W/ERA Western Coordinator and Fasttrack promoter Steve Riley's house, beware his final solution for rousing reluctant sleepers. He has wife Jeri toss four dog biscuits and a beagle that will kill for a Milk-Bone into your sleeping bag — simultaneously, of course. Rough, but effective.

Actually, it's well that Steve, Jeri and all the W/ERA crew kept their sense of humor, in view of the dismal turnout for their first two day event held under sanction of the newly-merged Western/Eastern Roadracing Association. (Could all those people really have preferred watching a dumb football game to racing their motorcycles? Gawd.) For those who did come, the general consensus was, "Hey, we came to race and race we will, even if the prima donnas don't show up." And they did.

Saturday was totally devoted to practice, and Randy Gerber, a second-time racer on a virtually stock 500 Honda with 550 pistons (entered in both 410 Cafe and 750 Cafe, as the rules allow four strokers and two stroke singles to enter one class down from their actual displacement and earn points), wore a groove in the track practicing, as that Honda never quit running. It paid off when he won both his classes, taking 410 Cafe after early leader Emille Mullick's Honda barfed oil and metal chips on his left foot, then out-duelling sidehack racer Wayne Lougee in a 750/Open race that featured stunning horsepower displays by overall third-placer Art Chambers on a wobbly Rickman/812 Honda and Roger Swim on his ex-drag bike Harley. What those two lacked in precise handling, they made up in sheer spectacle.

Mike Baeder and his family, perennial supporters of the Phoenix races, trucked out once again, this time to do a bit of experimentation and testing on Mike's brace of Yamahas. Of particular note was the effective muffling tried out on both the 750 and the 250, which scored well on the W/ERA sound meter used during tech inspection, not to disqualify anybody but to show people where they stood in sound levels and to serve notice that everybody's under a grace period to get down to 110 dbA at 20 inches per AMA standards. Mike's 750 also featured moved-up shocks and better rear brake master cylinder location. Promised for next month, a possible first look at a new C & J-framed 210 (maybe 205) pound TZ 250.

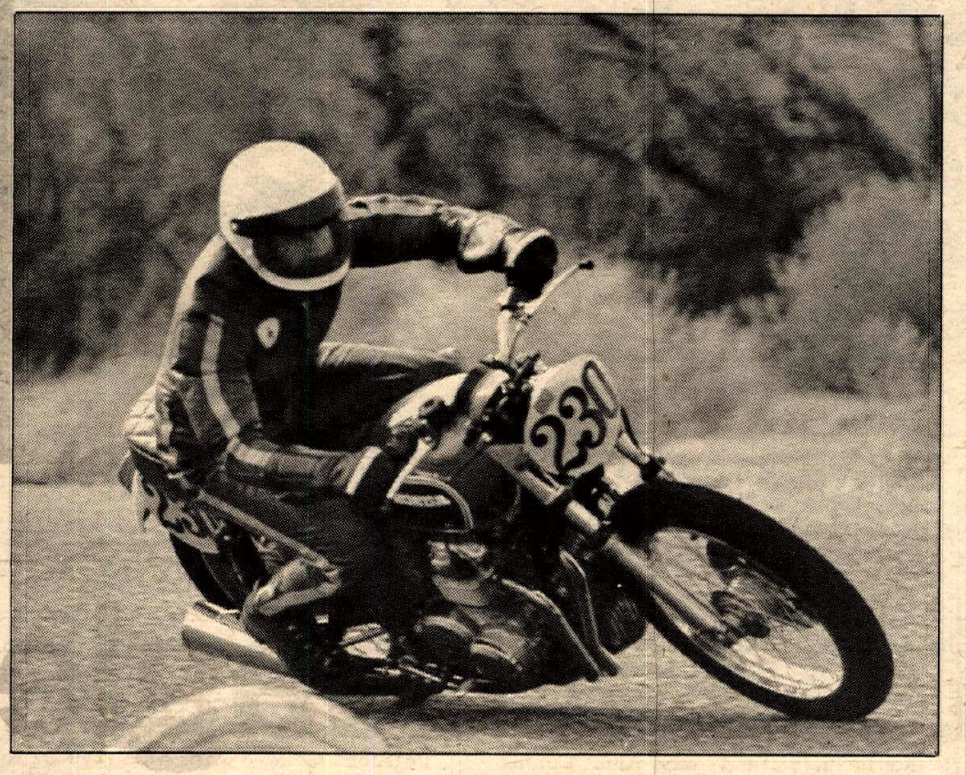
Mike won 250 GP after a good swappy duel with Dave Emde dissolved when Dave's rear brake anchor fractured entering Turn nine. The brake wrapped itself around the axle, naturally; and Dave went screaming straight off into the infield dirt all locked up, still managing to keep it upright and save it. Emde came back on his air-cooled 350 to win 500 GP after the Baeder 750 fractured a clutch throwout cup as Mike was going out to warm his tires. Open GP was won by Phoenix racer Brian O'Neill on his backyard pipe dream Honda as he managed to stay close to Emde on sheer bravado.

Ken Crist showed up with a brace of Hondas — an XL250 to run 250 Cafe and a super sano 125 Elsinore for 200 GP. He needed, but couldn't find a bigger than 370 Mikuni jet; was running a strong second behind Chuck Strohmenger's TA-125 when the Elsi seized, dropping him in turn ten. Strong little ex-MXer.

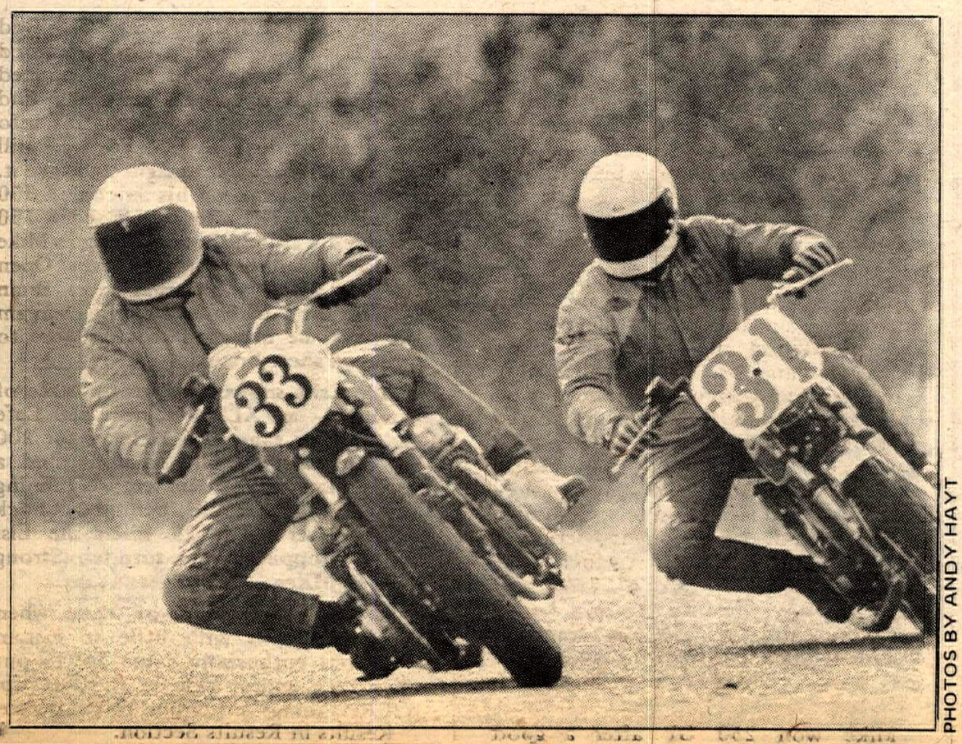
It was that kind of day, when low-bucks folks with little to sustain them but enthusiasm came out to put on a race and/or ride in it. Chin up, W/ERA, things are bound to get better.

Results in Results Section.

Wayne Lougee (half hidden) and Chuck Strohmenger (31) ran like this much of the combined Production race. Wayne fell hard dicing with Randy Gerber in Cafe, remounted to regain second in class.



Handlers and snorters: Randy Gerber (230) extracted the max from his Honda with two class wins and Emille Mullick (33) manhandled his 750 impressively until the engine gave up.



PHOTOS BY ANDY HAYT

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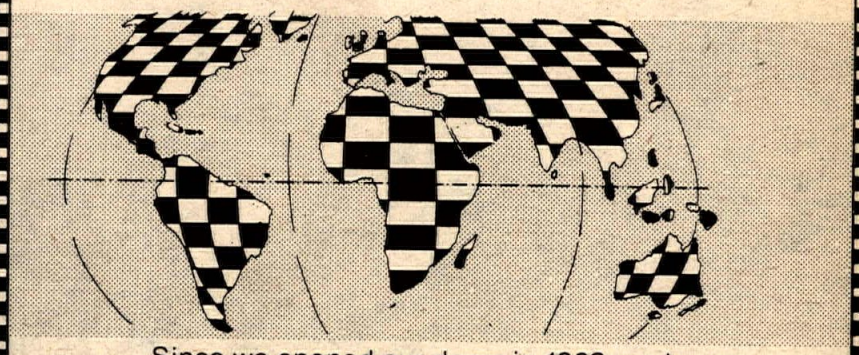

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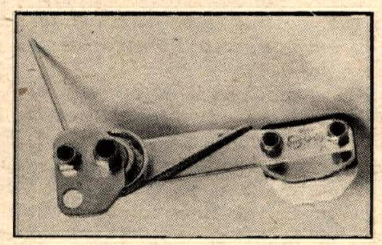

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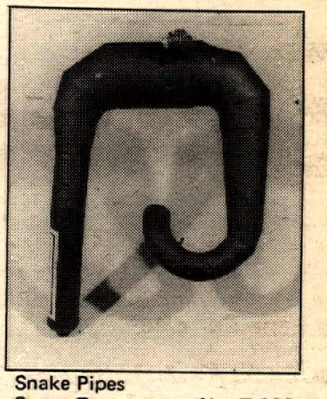

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Saddleback shook with the sounds of 401 Junior/Intermediate racers, all trying for a shot at the ABC/Bell contingencies.

Easy as ABC/Bell

By Joel Jamieson

ORANGE, CAL., JAN. 18

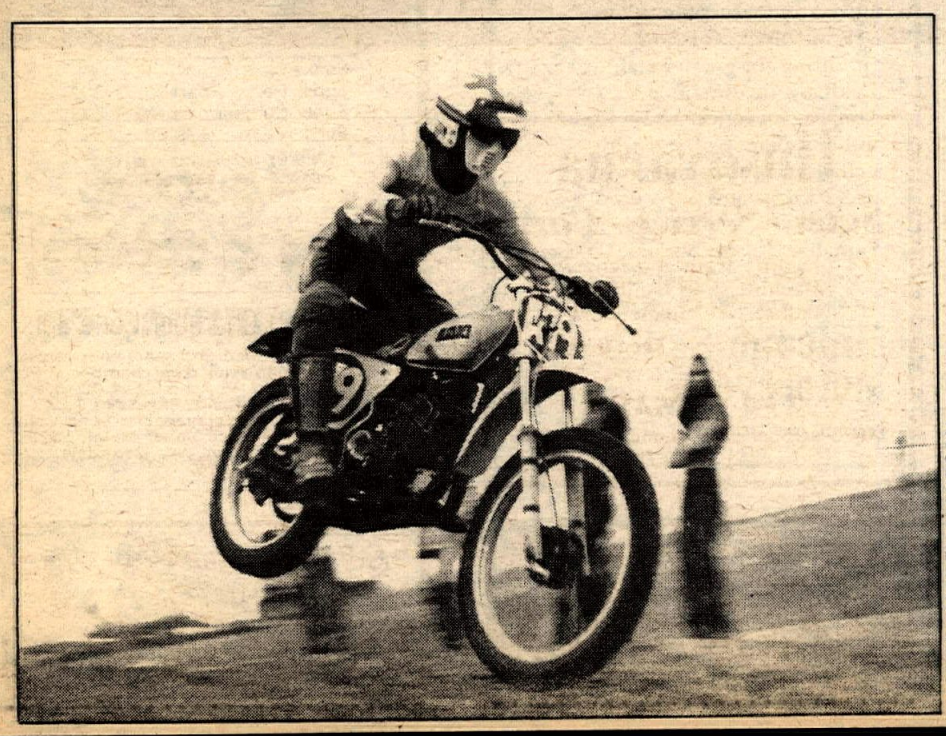
With 401 racers signed in and over 100 having to be turned away, the ABC Leathers/Bell Helmets all Junior-Intermediate day could be termed a success. The only problem arose when the sun disappeared behind the Irvine hills and the 125 Intermediate and Junior finals had to be put off till the next CMC/Saddleback race, due to lack of light. One racer remarked that headlights should have been passed out on the starting line. That would have been the hot setup if you ran any of the late motos!

Russ Eide picked up some ABC leathers after his two moto sweep of the 100 Junior class. Lye Babi gave Eide some competition during the first moto, finishing a strong second only to drop to 19th in the final round. With Babi way back, this gave Russ Eide an easy second moto victory. Following Eide in the overall was Allen Fox (Suz) and Honda mounted Quinton Taylor.

Maico pilot, Curt Arnsaiger led the 500 Junior final from start to finish, handling his German machine well, leaving Ken Feulner and Jim Berry to have it out for the second place Bell Helmet prize. Feulner got second and a Motostar helmet while Berry collected a Bell Helmet bag and third overall.

The rider to watch in the 250 Intermediate final was Alex Collins. Alex came from sixth to grab third on the last lap and pressured Rick Rasmusson (Hus) for second. Alex ran out of time so he put an all-out attempt on Rick in the last corner, wide-open with both feet off the pegs. The pass failed and Alex got a helmet bag for his last ditch attempt. Thad Friday avoided all this by being way up front. ●

Mike Yada tries his hand at ridin' instead of writin' at Saddleback.



PHOTOS BY JOEL JAMIESON

SRA Carlsbad GP

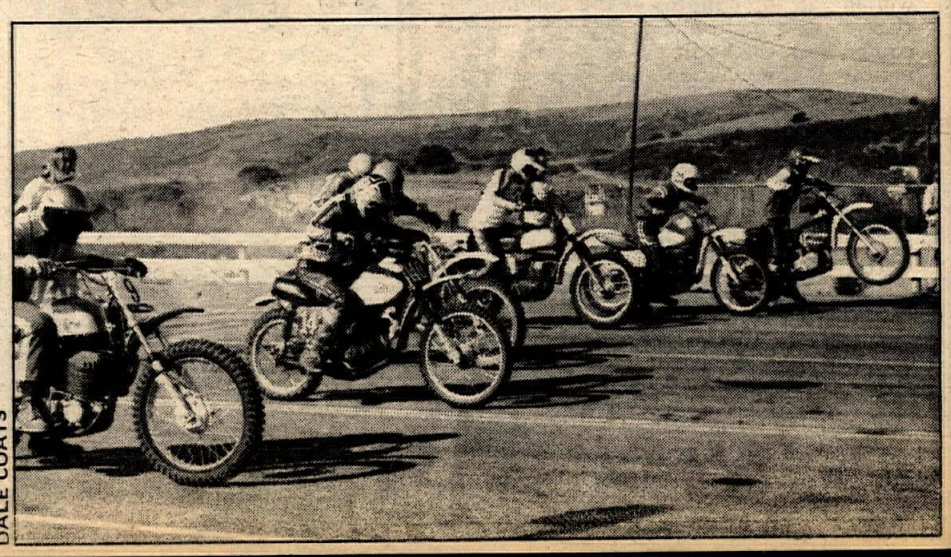
By Sebastian

CARLSBAD, CAL., JAN. 4

The Sportsman Racing Association opened their 1976 season with a new event for them, a Grand Prix on the Carlsbad Off-Road GP course. San Diego area hotshoes blended with SRA regulars to give the fans a heck of a show. The newly formed Advanced class, where Experts can play without cherry-pickin, looks like it might catch on.

In the 250 Combined race Jim Cooke (Kaw) really ate up the 3.5 mile loop as he wired the whole thing for the Advanced win. Wayne Martin tried to catch him but lost ground on each lap.

The start of the SRA GP on the (used to be) road race course at Carlsbad.



DALE COATS

The combined classes were started, by skill level, about 15 seconds apart.

The 101-200 event turned out to be a war of attrition. First lap leader Joe Padilla dropped the lead to Jeff Sharron, but only briefly. He spun out spectacularly right in front of the whole crowd at the home turn taking out course makers, hay bales, streamers, officials, etc., and since discretion is still the better part of valor, hung it up to sip suds. The win went to a Novice who zapped them all. Who? Mike Bierman, fresh from a tremendous headstand crash at the November Riverside Grand Prix.

Open class KTM rider Craig Adams easily outscored the rest of the pack 'til he stopped for gas. Motocrossers should take some lessons from desert riders in gas pit technique as Craig joined the list of fatalities from over zealous pit crews. Seems the fuel hit the engine and stalled the KTM long enough for Steve Stricklin's Kawasaki to get by. The remaining two laps was quite a race with Steve taking the checkered by about six feet. This brought an immediate protest from the Adams pit crew that the race "wasn't long enough," (all races went 9 laps). Ah! The tragedy of defeat! ●

AMC Saddleback

By Danny Raymond

ORANGE, CAL., JAN. 11

AMC put $1000 on the line and Team Suzuki earned their share by sweeping all three Pro classes. Gary Ogden and Bob Elliott were one-two in the Open class, Jeff Jennings and Elliott in the 250 Pro and Jennings again in the 125 Pro.

Open Pros Gary Ogden (Suz), Mike Gilman (CZ), Jon Derhammer (Mai) and Bob Elliott (Suz) all got down to serious business. Elliott shot into second spot while Jeff Foland (KTM) darted through the pack, moving all the way up to third only to crash with two laps to go in the moto. Elliott was looking good in the second moto until the last three laps when Ogden and Derhammer both put the pass on him.

The 250 Pro division looked like a match between Team D&G and Team Suzuki. This week D&G took the defeat. ●

Johnston sweeps CMC night opener

By Jon Hayt

IRWINDALE, CAL., JAN. 9

A capacity crowd clamored at the gates and 250 racers readied their machines and bodies while another dozen riders were turned away at the gate. Fifty-four motos were scheduled to open the '76 CMC night racing season at Irwindale.

The man of the night was Joe Johnston (Suz) and he proved it by winning all three motos of the 500 Pro class to take home the gold. Joe's only competition in the first race was Maico mounted Time Lunde. The two raced down the starting straight side by side and things were buckle to buckle for the first couple of laps until Joe got down to business and won with a clean lead. Joe had to turn up the heat in the second race after Curtis Lessel (Suz) got the holeshot and an early lead. Joe and Curtis diced it out for the first two laps but Joe finally got by on the third lap. Curtis didn't lose much ground though, and finished a tight second. Val Tamietti (Mai) and Johnston diced it out for the entire last moto but Joe finally took the win and the overall for the night.

Gary Denton (Hon) was the hot shoe in 125 Pro racing. He beat out Rob Zamora (Hon) in the first moto, by a slight margin, and was then edged out

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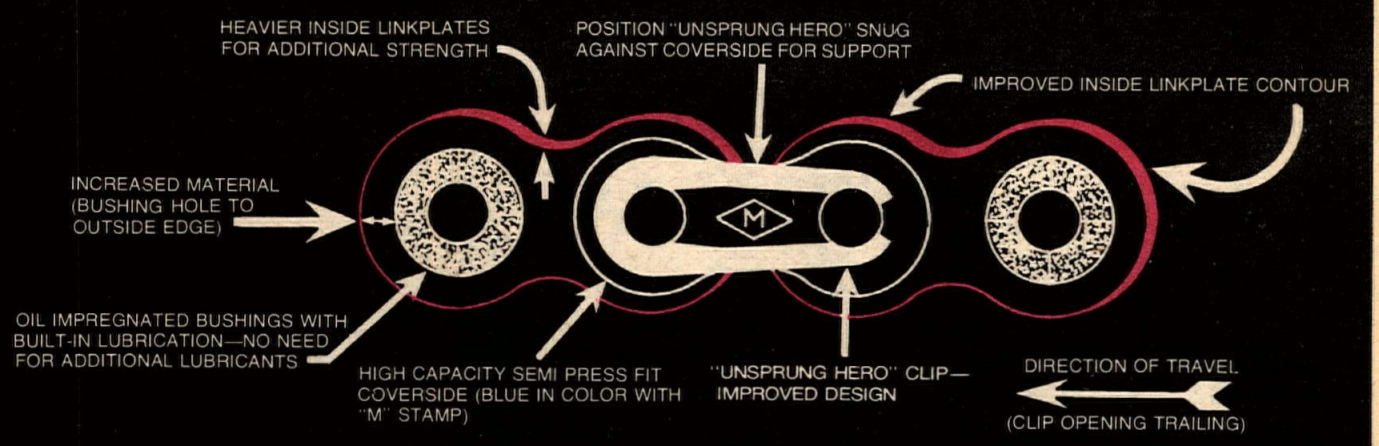

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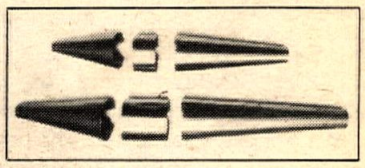

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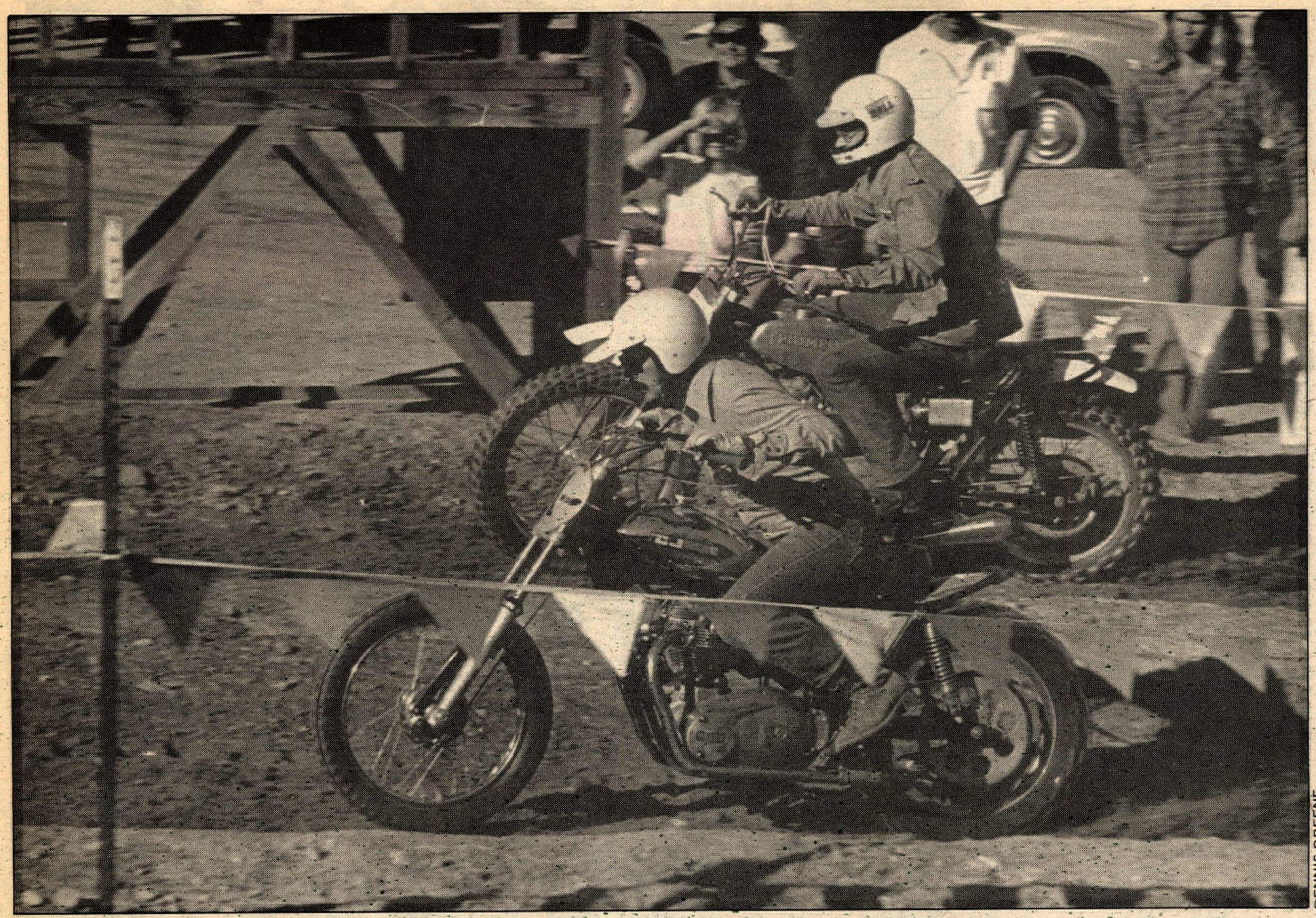


DENNIS GREENE

Ever wonder what the start of a drag hillclimb would look like if they started from the top? Far out!

by Scot Clifton (Hon) in the second race. The final looked as if it belonged to David Taylor (Hon) as he pulled a quick lead and Denton crashed on the first lap. The second lap proved to be disaster; three quarters of the pack went down on top of the Wheelsmith jump which resulted in a huge pile of bikes and bodies. The race was restarted and Taylor took the lead again but his chain broke on the fourth lap and Denton was left alone to take home the gold. ●

395 TT and H-M Adamo gets it altogether

By Phil Carpenter

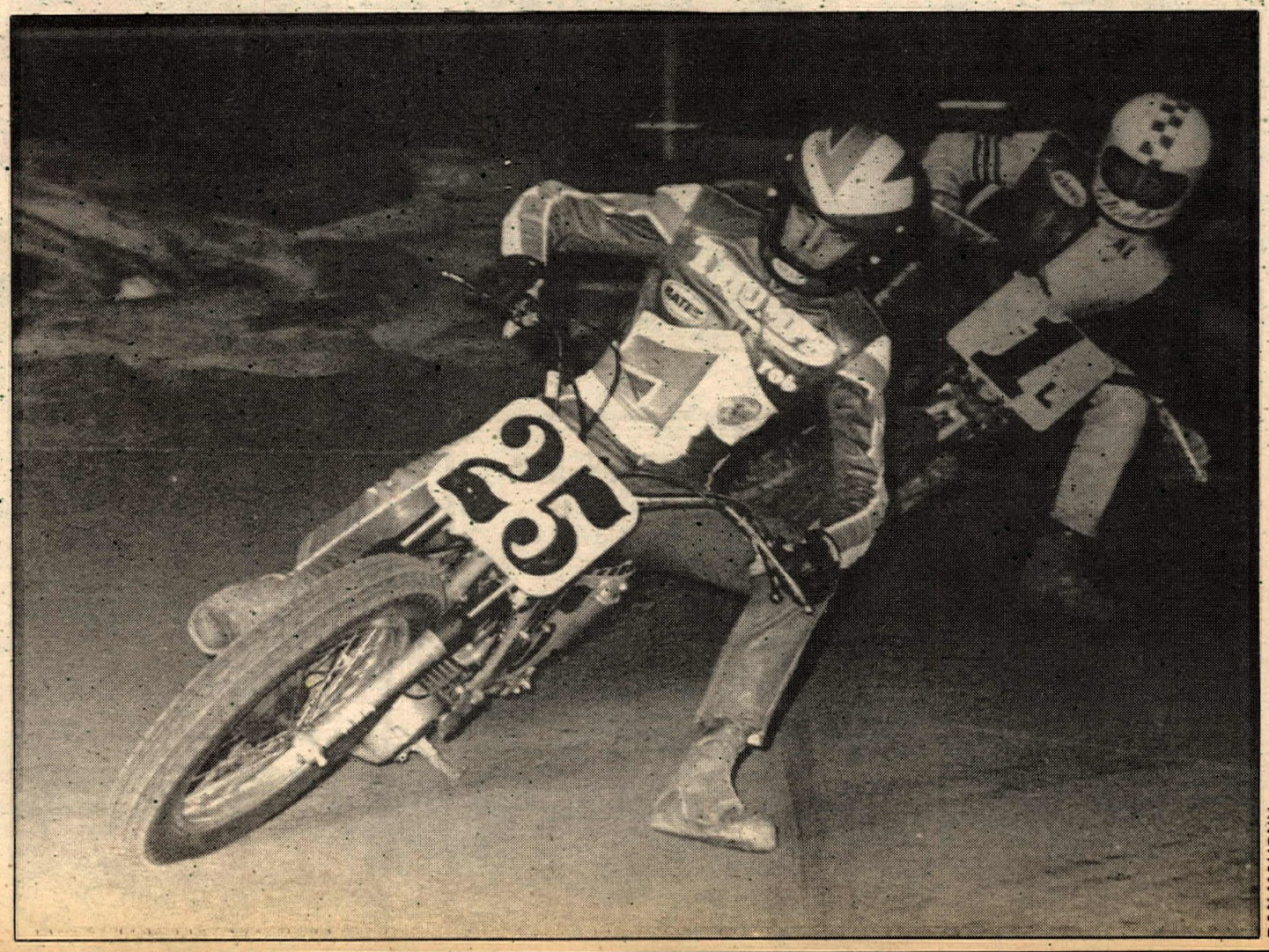
ADELANTO, CAL., JAN. 4

Ten Open Experts were on the line, including track record holders Mike Laney and Ron Powell, and Frank Adamo had to be better than good to win the half-mile today. The first two laps were wheel-to-wheel Yamahas. Laney pulled ahead, only to slide off the south corner and open the door for Roloff. The Bakersfield Bomb pulled to within one bike length of Roloff to set the stage for three laps of dueling. While Powell and Warren diced it out for fourth and fifth, Roloff slid off the groove and Adamo drove home to the checkered.

Phil Brooks' Bultaco held its nuts and bolts together to earn him a first place trophy in the TT mains and a second in the half mile.

R.R. McLaughlin won his first TT trophy in Open Novice competition on

Looks like Morrison (25) and Glover (1L) are getting ready for Houston.



DAN MAHONY

his 400 CZ today — which is a small step for Robert but a giant step for TT. He's a motocrosser that found out going fast is fun.

Hero of the day had to be Cliff Whetstone for his courage in overcoming an amputation and returning to the starting line to win the 250 Amateur TT ahead of hard-driving Craig Roloff.

In 500 separate Expert half-mile competition, Shawn Leipold was Roloff's shadow. Henry Rivera's Kawasaki almost closed the gap on John Lundgren. One more lap and he probably would — except the checkered fell and he was on his way to San Jose.

Kiener: King for a day

By Ann A. Powell

SUNNYMEAD, CAL., JAN. 11

The new year got off to a fast pace today with the first hillclimb of the season, a drag race at De Anza. A good many of the riders lining up at the start were newcomers to the sport.

All of the class winners had familiar names with one notable exception. The big 750-Open class had been taken by a rider who has not done well in the past, Mike Kiener. Kiener, who has been an off and on hillclimber for well over a year, finally found the right combination. He roared up the drag hill seeming to accelerate every inch of the way. He beat out some of the top names in his class; Neal Mackel, Ed Shaver and Bill Correll.

In the final runs, Kiener showed that his class win had not been all luck. Once again he beat out some of the best to finish the day with the number one spot, the Top Eliminator Trophy. ●

Results in Results Section.

John Allison at it again

By Andi Gangewer

ELSINORE, CAL., JAN. 10

The Nationals are coming up and professional Experts are coming out of the woodwork.

John Allison was trying out his 750 Yam for Houston, but had his share of competition. Rod Sexton snapped off the line with the lead and held it all the way. Allison wouldn't give Sexton a second to slack off. The second moto, Allison was the victor and did a very good job of it. Jim Wright, a rookie Pro/Expert, and Steve Fortune showed up to practice behind the pack. Wright is also preparing for the Houston National.

Allison proved his point in moto number three and easily took the win. With this win and also the Special Expert win, the sweepstakes was the final challenge. Allison came on strong to pass them all.

A full class of Open Amateurs signed up and Larry Lambert literally blew them off the track. Larry Hedstrom was the closest to Lambert, and Mike Baeder was the third man across the finish line.

Paul McPherson definitely has his new 250 Yamaha broken in. Amateurs were combined with the Experts but were scored separately. Expert Greg Zehner won the first moto, but McPherson wasn't far behind. McPherson was ready to roll in moto two and blasted off the line to lead the pack holding Zehner to second, but with some difficulty. The final moto went to Zehner, followed closely by McPherson. Paul took the first place Amateur trophy and Greg Zehner the Expert. ●

Results in Results Section.

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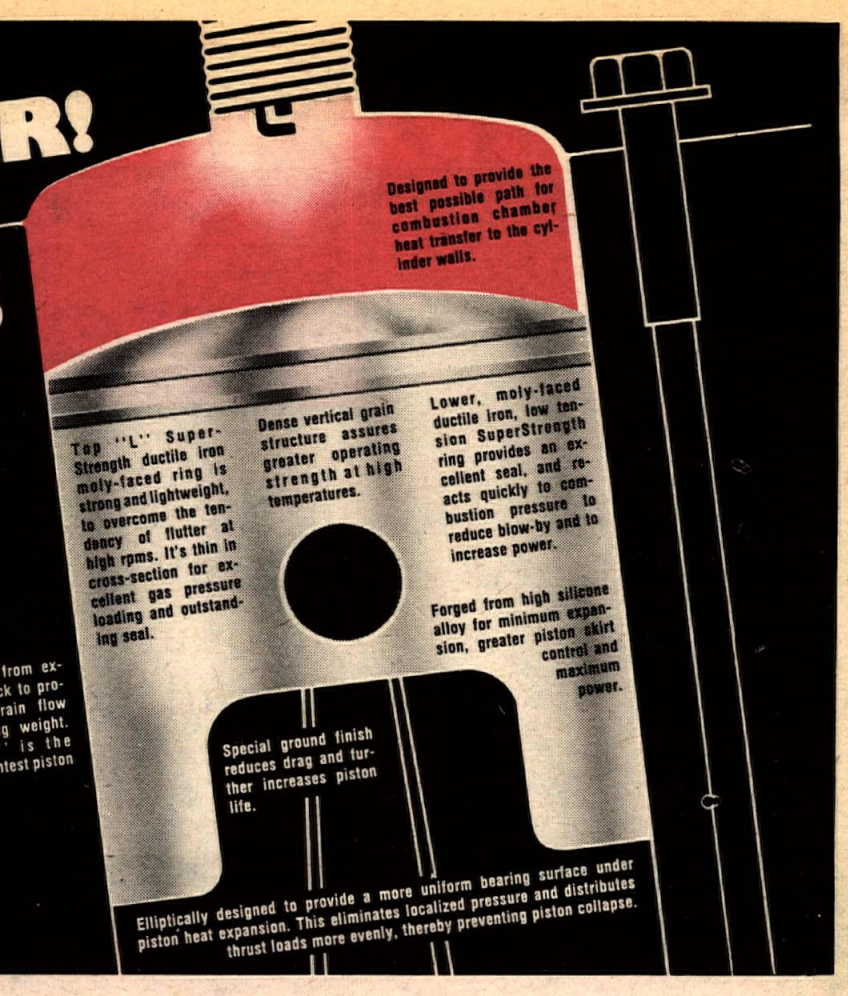

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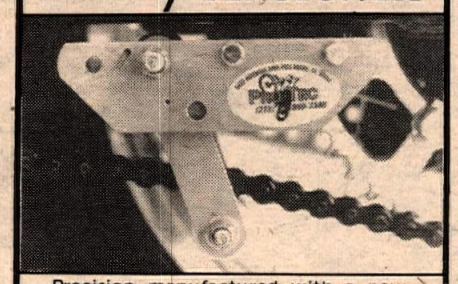

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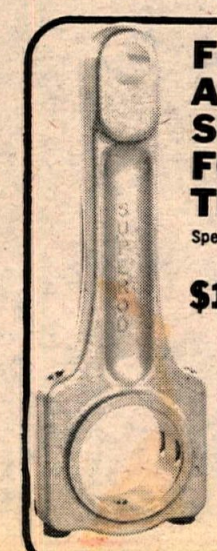

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Down at the Armadillo

Trilogy of Texas tracks

A light mist fell on the highway that stretched like a rulers edge across an expanse of prairie. The wedding of moisture and hot tar sent wisps of steam curling off the shoulder as though a thousand roadside rodents were having a smoke. I pulled off the side of the road at an underpass to rest the 20-hour burn in my eyes and static-singed CB'ers ears. It was a long lonely stretch and the peppering of the rain made it worse as my worn body and motorcycle laden van lurched to a halt with the crackle of a loose sway bar.

"Get out and fix it Jody." said a voice from my enthusiastic and seldom used conscience. To cleanse the thought of crawling on wet pavement from my perfectly dry mind I daydreamed back to the day that sent me on this fool's chase.

It had been another one of those hot

By Jody Weisel

smoggy California days about three weeks earlier that this hair brained idea got planted. Saddleback was at its absolute worst. Down on my hands and plastic knee caps I was staring intently at my tire that had been shredded on the concrete like surface. Wiping the blue grooved rubber with my hand, shaking my head and swearing all at the same time about the hard-packed, ill-prepared, dusty, over-used Southern California motocross tracks I failed to notice an interested bystander who was leaning against my van watching me. I don't think I gave him any encouragement, what with the foul mood permeating my life space, but he started right in.

"In Texas we have tracks with dirt so moist and loose that Chinamen feel the trembles when the Open Experts hit the first turn." He said it with such an earnest-look that I couldn't tell whether he was crazy or sadistic. As he spoke he rolled a smoke in one hand and struck a match on his zipper with the other. "Why I can tell you about tracks," he drawled, "where riders carry small shovels with them in case they crash. So they can dig themselves outa that furrow." Perhaps I was ripe for picking, or signalled my weakness by letting my jaw drop cause he swaggered right on over, kicked my milkcrate upside down and squatted next to me. Leaning in close as though he was going to sell me a hot watch the words poured off his tongue like syrup. He spoke so softly and slowly the secret was barely audible. He said, "In Texas we have real motocross tracks." His pronunciation of 'real' took eight seconds. "The tracks are long, rough, and satisfying. Texas motocrossers are mobile, agile and hostile."

Biting my tongue to avoid striking out with some foolish statement like, "What do you mean real motocross? What do you think this is?" Instead I looked around the track. Up over the starting hill I could see where three beserko 125s had just left the gate. The black rubber marks were still on the track. My ears drew me down to the sweeping lefthander as the screeching tires of two guys half-miling it through sounded like Wednesday night on the boulevard.

"Tell me more." I ask quickly hoping to drown out the sights and sounds of California motocross.

"Well Podnuh, where I come from we only race our tracks once or twice a month at the most. The promoters turn them over before each race, water them all night and stay in business by meeting high standards," he said, "and not merely supplying the demand."

Later that night at home I saw some old motocross mags that told about the 1973 Tex-AMA series. The magazine re-capped a race in a different town every week. The tracks didn't ring any bells with me (Lockhart, Killeen, Rio Bravo, and Lake Whitney), but if I remember correctly none of the riders names meant anything to me then either. It was a snore article when it first came out. So what if some dumb Texas hicks named Steve Wise, Steve Stackable, Kent Howerton, Wyman Priddy and Danny Doss had given Gary Jones, Jimmy Weinert and some Californians a thrashing. It would be a different story in California. Yeh, now those names I hadn't heard of in '73 are famous and my saying it would be a different story in California sounds an awful lot like what some Europeans are saying lately (with a change in location).

I crawled down under the van and tightened the loose little culprits. The Texan at Saddleback told me it was only 24 hours to Texas, but no one told me that it was 24 hours of nothing but desert, prairie, desert and more prairie. It was 85 degrees outside when I got rolling again down IH 10 towards Austin. Here I am in Texas I mused, wasting my vacation because some crackpot catches me at a weak moment. I didn't have to drive 1,500 miles to prove to myself that California motocross is better than any other kind. It's obvious. A list of motocross stars will tell you that California rules. All the National Champs have been from Southern California. Marty Smith is from San Diego, Tony DiStefano is from . . . . oh yeh, he's from Pennsylvania. Jimmy Weinert lives in

"The armadillo is the Volkswagen coupe of the animal world."

California, of course he did learn to ride in New York. Well, forget that anyway. We'll see for ourselves. As I drove on through the morning that cleared itself like an enormous throat my fertile mind laid motocross tracks over the terrain that became increasingly more rugged. The farther South I drove the better my tracks were getting.

I remembered a paradoxical ending to my Saddleback conversation just as Austin's lakes and hills came into sight. Before I could retort the Texans boasting he turned and walked back to his bike, stopping only to say, "Motocross is just like driving a taxi. It ain't the tracks or work you enjoy. It's the people you run into."

Austin, Texas has a restaurant named the Stallion where chicken fried steak costs a dollar. For this one buck toll you get rolls, mashed potatoes, salad and a good size chicken fried. It is not necessarily good, but the juke box plays Willie Nelson full blast and a couple of hundred of Austin's finest guzzle Lone Star Longnecks. The capital of the State of Texas resides about a mile down the road. If you can't recognize it in person then you will certainly notice it when one of UT's 25,000 co-eds struts down Guadelupe St. with a T-shirt depicting a horney armadillo mounting the capital dome. Everything in Austin has an armadillo on it. For those of you in the blank about this armor plated marsupial a sign concisely explains that the armadillo is the Volkswagen coupe of the animal world.

With $1 chicken fried, a musical movement all its own, one of the nation's largest universities, nude beaches, the lowest cost of living of any major city, the last through-the-streets road race in America, and a motocross track less than five miles from the capital grounds, Austin is a veritable individualist's playground. My basic shock over the degree of civilization was magnified by cowboys, hippies, rednecks, pick-up trucks with guns in the back, Italian sports cars, vans with cosmic paint, street singers, Texas Rangers and businessmen in Billy Sol Estes suits sharing the same space at the same time without spontaneous cultural combustion.

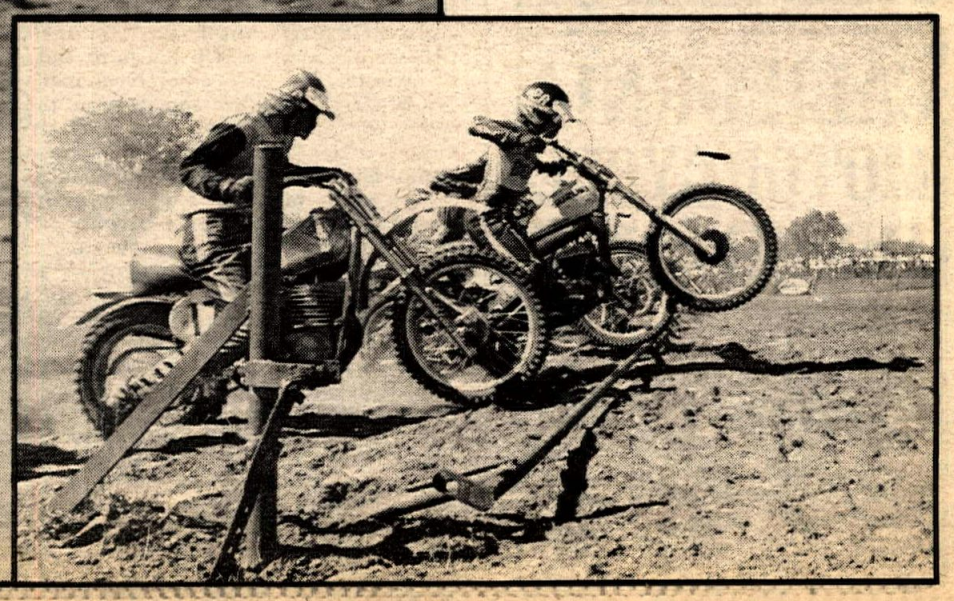
'Austin Motocross Park' says the poster with the ever present armadillo on it that's tacked to the wall of Mac McKinley's Austin Sportcycles. McKinley doesn't look the part of a Texan. He's not tall and lean, but he acts with the warmth and friendship of the South; laughing and joking with his customers, who never seem to be in a hurry to go anywhere. For all the distance travelled I could be standing in a California motorcycle shop except for the customers. They are different, relaxed, friendly and very open.

It turns out that Austin motocrossers are the least travelled of the milieu of Texas MXers. I had come to Texas with plans to see the best tracks in the state – Austin, Lake Whitney and Dallas' Mosier Valley. Surprisingly enough most Austinites had never been to the other two. Distance in Texas is a relative thing. Nothing is close, so drives of 200 miles aren't considered very long journeys. Almost everyone in Austin knew who the hot riders from North Texas were and had seen them ride, but said the local boys could beat them.

"Yeh, they come down from Dallas-Ft. Worth every now and then. But they don't do no good here," says a 15 year old 125er. "Mark Wheeless, he's crazy ya know, always beats them. Nobody can beat him if he doesn't break or crash." It turns out that Mark Wheeless is an immensely talented if undisciplined 125 Expert. Wheeless, Jumping Jack Hicks, and DeWitt Knox are among the few riders in Austin who are sponsored. This fact rankles many of the capital city crossers, for as it turns out almost everyone in North Texas has a sponsor.

"Even Dallas Novices have better sponsors than our Experts," says a recalcitrant Austin Novice, "You don't even have to win up there. Shops sponsor riders to beat the guy in front of them, even if he's lapped." The Austin riders major point of pride is local hero Steve Stackable. Stackable was one of them, and everybody you talk to knows "old Short" personally.

(Continued on page 39)



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Racin' with Roeseler and the San Bernadino M.C.

By Owen Tate

RED MTN., CAL., JAN. 18

Today was the site of a rather unusual Hare and Hound put on by the San Bernardino M.C. If riding in rocks is your specialty, you would have loved it. Eighty miles of "Modern H & H" consisting of two loops, running one inside the other and merging at the pits for a common trail. Novices took off at the same time as the Amateur/Experts but headed for their own smokebomb which led onto their own course. The Novice bomb run had a lot of fast lines, but most ran in the wrong direction. The Expert start ran closer to the foothills with complimentary rocks thrown in for fun.

The start was small scale confusion. Seems that a club (Desert Barons) had their banner raised at the same time as the sponsoring club, confusing nearly all the entrants. Before San Bernardino could do anything about the mishap, the Barons dropped their banner, sending off about 50 determined Amateurs/Experts. Seeing their opponents already well on their way, the entire line then fired up and roared off, heading for their own smokebombs. At press time the entire issue and what was to be done about it was still up in the air.

Larry Roeseler, sporting the number 1x plate on his Husky, came flying through the pits and out onto the Novice course with an exceptionally long lead (about two and a half minutes) over Cordis Brooks (360 Bul). Cordis, determined to catch the speck of dust off in the distance, pushed his bike beyond its limit and it seized a few hundred yards beyond the pits. Cordis was out and Brent Wallingsford charged off in search of Roeseler, followed by Dave Aldana. Mike Edmundson was next in, taking care of the Open Experts.

First Novice was a pie-plater (thus classified as an Expert) on a 125 Monoshock at an outrageous 16th overall. Some confusion was caused by the dust which was so thick at times that riders couldn't tell the courses apart and started off the second loop on the same course they'd just completed, thus listing them as DNFs. Eventually they recognized the color of the ribbon and cut across to the proper loop.

The finish sign was hung above the chute as Larry Roeseler slid in for the overall win, first 250 Expert. After what seemed to be a lengthy time period Brent Wallingsford came motoring in for second overall, second 250 Expert. Not far behind was third overall, first Open Expert Mike Edmundson. George Harvey was third 250 Expert. Dave Aldana and A.C. Bakken took home second and third place brass.

A big diappointment for Trudy Beck was in hand. After leading the Women's Division for the entire 80 miles, a faulty manifold caused her engine to run sour. Lynette Zuber took the opportunity to pass Trudy and her ailing KTM only two yards before the finish line. However, Lynette was riding a 250, thus winning the 250 Expert, but Trudy won the 175 Women's Division and second overall.

According to many finishers, the course was excellent. A wide variety of canyons, sandwashes, rocks, downhills, etc. were thrown in. Aside from the crazy start, a very fine race. ●

D-38 MX'er Stearn takes to the desert

By James Brammer

COYOTE WELLS, CAL., JAN. 11

Motocross rider Mike Stearn (250 RM Suz) won a bell weather desert race in District 38 held by the Desert Riders Unlimited. He gained his best lead on a flat front tire during the third loop of the three 35-mile loop race. After running by the smoke bomb in third, he took the lead at Painted Gorge in the first loop.

After 43 minutes in the race and into the second loop, a CZ rider (number 12T) was close to Stearn for the lead. Mike Braudway (125 Yam) led Rick Finger, Johnny McDaniels, Rolf Tibblin, and Mike Hensel. Side by side for 10th place at that point were two new Experts, Ron Florence (Yam) and Boyd Taylor (Suz), who finished third and fourth in the 250 Expert class.

Into the third loop, and shortly before his flat tire, Stearn led Rolf Tibblin by two minutes as Johnny McDaniels and Rick Finger contested third.

Rolf Tibblin arrived in second about five minutes behind Stearn at the finish followed by McDaniels and Wagner.

Surrounded by Expert classed riders, ie plate number C1, Mike Assof inished 10th overall and first in the Open Novice class.

Stearn started the race with a broken muffler clamp. Besides a flat front tire, e wore down the side of his rear tire ntil it broke off a spring to the rear hain tensioner. The tire wear was caused y the chain rubbing the tire. ●

IX'er Stern gets "Hi" on desert win.

JAMES BRAMMER

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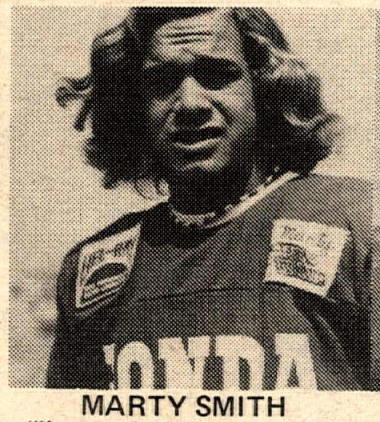

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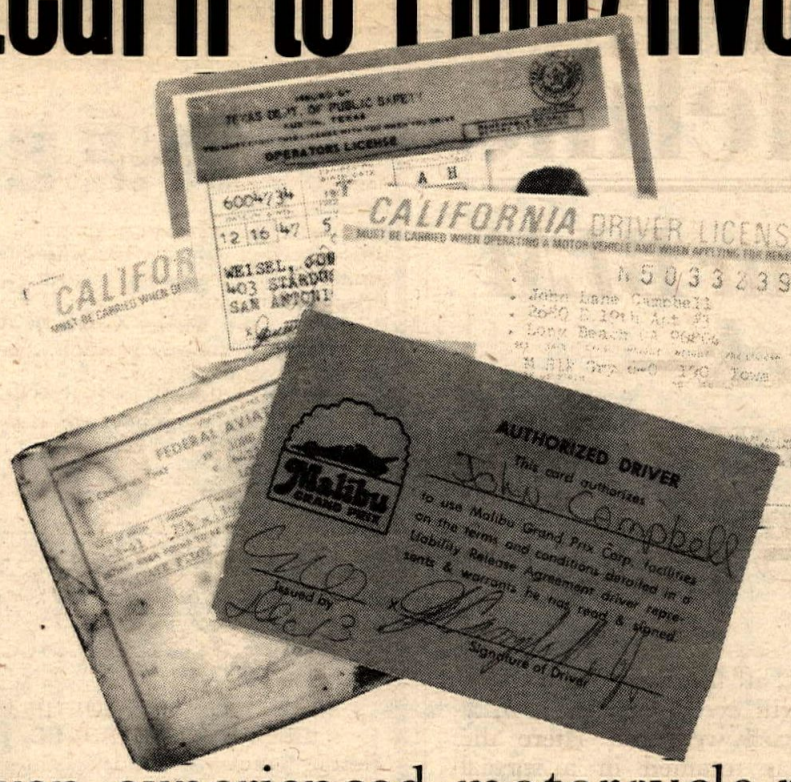

Even experienced motorcycle riders frequently get an uptight feeling when riding in a traffic stream which seems to have little

concern for their safety or their rights. Imagine what such situations do to the newly-licensed novice rider, who is on the street with less than adequate training because of the ineffective licensing laws of his state.

The California State Highway Patrol, in 1968, found that 19% of accident-involved motorcycle riders had less than six months of experience, and over 51% had one year of experience or less. A similar study by the National Highway Traffic Safety Administration (NHTSA), for Michigan and Illinois, found that 25% of the bike accidents involved riders with six months or less experience.

There are actions underway that may go a long way toward changing such statistics by developing a higher level of competence in the new motorcyclist who takes to the open road. Last May, the NHTSA, with the active support of the Motorcycle Safety Foundation, awarded two contracts: one, to develop a new knowledge test and a companion motorcycle operator manual, the other, to develop a new on-cycle skill test. In June, the NHTSA awarded a contract to the California Division of Motor Vehicles, to evaluate the tests by using them on an experimental basis at several licensing stations.

The objective of this new program is to establish tests of knowledge and riding skill, that will turn out safer riders who have fewer accidents. Some spinoffs will be that the knowledge and skill tests can be used in rider education courses by schools, civic organizations, and even dealers.

The experimental California program will cover 36,000 applicants for motorcycle drivers licenses, who will be drawn randomly from six counties, three in the Sacramento area, and three in the San Diego area. The Sacramento driving population will supply 16,000 applicants, and San Diego, 20,000. These two regions of the west coast cover the extremes of driving conditions found in the state. Applicants will be selected over a one-year period, starting January 1976.

Applicants will be randomly divided into one of three groups: A, B, or C. Those in group A will take the present California written and driving tests; after passing, they are issued licenses. The ones in groups B and C get an orientation on the project, a copy of an improved NHTSA Motorcycle Operator Manual, and appointment to appear at a centrally located test range.

At the range, they are given an improved knowledge test. Those who pass are then given a "Mini-Skill" test, which is conducted in a motorcycle simulator, (a motorcycle mounted on a treadmill). The simulator tests the applicant's ability to perform the basic bike operations, such as: starting, stopping, shifting, etc. Those who fail can practice, and re-take the test on the same day.

After passing, the applicant takes the Improved Skill Test. This is a nine-step, progressively more difficult, on-cycle test, conducted on a special range, before specially trained examiners. The nine phases are: start and accelerate on a hill; sharp turns; turning control to the right at 20 mph; turning control to the left at 20 mph; stopping judgement; turning speed judgement; quick stop on the straight at 18-22 mph; obstacle avoidance at 20 mph; quick stop on a curve at 20 mph. A failure on any one item is a failure on the test.

An applicant who passes this test gets his license. If he fails, and is in group B, he will receive a three-hour, hands-on, training course right at the site, then re-take the test. If he fails and is in group C, he is told where he failed, and requested to return when he feels he is ready for a re-test. Any applicant who fails on the Improved Skill Test three times in a row must repeat the complete program.

The performance of the 36,000 riders will be watched over a period of about two years. The number and types of accidents, and their driving habits, as they are reflected in traffic violations, will be noted. The collected data will show if the program has produced any improvement in driving skills and safety, and what the degree of improvement has been. The results could pave the way to examination procedures that will ensure a practical level of skill and safety for the rider, without harsh requirements that could hurt the industry.

It is too early to say with assurance that a program of this size and complexity will be successful. It is, however, aimed at the guts of the problem; getting the bike rider competent *before* he gets on the road. If it succeeds, the sport, and the industry, will have reaped some major, far-reaching benefits.

Opinion by **Louis Nees**

Political lifeline

Your BLM buck— where does it go?

Initially, it flies to Washington, along with everybody else's BLM dollar each weekend. There the money is retained in a special account, termed "the 9200 account" or "9200 money" in local bureaucratese. It is reapportioned back to the various BLM districts which collected it on a fiscal-yearly basis. In other words, the money they're spending in the California desert now was collected in the fiscal year ending June 30, 1975; and the money they're collecting now will come back to us after July 1, 1976. The time lag is a built-in fact of the Federal cash-handling process.

How is the "9200 money" being spent once it comes back? At present, the greater part of it is programmed to pay newly hired ranger Mike McCall's salary. McCall is detailed primarily to process SLUP applications. Having the money go mostly to process Federal paperwork instead of into direct benefits to desert users is not the hot set-up, as BLM's Dick Harlow freely admitted in a telephone interview.

The only other major "9200 money" purchase is a set of portable cans – nice ones with outdoor washbasins – mounted on trailers. Unfortunately, due to "Catch-22" type legal hassles, the trailer-mounted cans, which were supposed to be available to support desert events, have not moved out of the BLM parking lot. And they won't until the Bureau can sign a private contractor to maintain the heads and tow them to desert event sites.

Looking to the future, Harlow was a bit more bullish on direct 9200-money benefits. The user fees are paying for a new desert map series which is currently being printed and hopefully will be circulated for public review and comment sometime during 1976. Harlow was also hopeful that concurrent with the planned 1977 Rand Area clean-up, pipe could be put down for running water facilities in the area, paid for out of the 9200 account. "I'm really hoping," he said, "that in the long run, 9200 money can go for research and interpretive activities."

"Interpretation" is generally taken to mean having a ranger sit around a campfire and tell all us ignorant ORV types about the fauna and flora. However, Harlow happened to mention off the cuff that interpretation could be a two-way street; that it's not unthinkable to have a ranger interpret us, our activities, our feelings, our needs to the equally ignorant non-ORVers. Now that begins to make some sense.

Helmet Law postscripts

As a not-quite-final upshot of all those DOT sanction hearings, Transportation Secretary William T. Coleman, in a January 9 determination statement, commented that "... I would find it slightly bizarre to withhold funds" with legislation passed by Congress to remove his right to do so. However, he indicated that if he still had the right, he would have taken punitive action against California alone of the three states without Federally-approved helmet laws. That's even more bizarre.

An additional postscript from Kansas – Senator Robert Dole, in a December 6 letter to constituent Kelly Wendeln, wrote, "Personally, I agree with you that helmet regulations should be handled on a state level ... The current federal policy constitutes a form of 'blackmail' against state responsibility in this area, and you may be assured of my support for legislation which would change this situation." On December 12, when the Senate voted 52-37 to approve just such legislation, Senator Dole's name appeared in the Congressional Record as one of the 37 "Nay" votes. And they wonder why government has a credibility problem.

HAPPENINGS

BLM – UTAH

SALT LAKE DIST. MULTIPLE USE ADVISORY BOARD

Meeting January 22-23 at 9 a.m. in the Conference Rm., District Office, 2370 South 2300 West, Salt Lake City, Utah. Open to public, call Dist. Office for info.

BLM – NEW MEXICO

NEW MEXICO MULTIPLE USE ADVISORY BOARD

Meeting January 21-22 at the Hilton Inn, 100 Sandoval St., Santa Fe, N.M. at 8 a.m. each day. ORV subcommittee to be formed; ORV use on the agenda. Open to public, limited time avail. for oral presentations. Written inputs to P.O. Box 1449, Santa Fe, N.M. 87501 or call Mr. Doyle Kline (505) 988-6316 for additional info.

BLM – IDAHO

IDAHO FALLS DIST. ADVISORY BOARD

February 5 at 9 a.m. BLM Bldg., 940 Lincoln Rd., Idaho Falls, Idaho 83401. Call (208) 522-7460 for info.

BLM – IDAHO

BURLEY DIST. MULTIPLE USE ADVISORY BOARD

Meeting February 4 at Dist. Office, two mi. South of Burley, Idaho on Hwy. 27, beginning 9:30 a.m. Desert entry and management framework plans on agenda. Open to public, space avail. Written inputs to Dist. Manager, BLM, Rte. 3, Box 1, Burley, Idaho 83318 or call (208) 678-5514.

BLM – IDAHO

COEUR D'ALENE DIST. MULTIPLE USE ADVISORY BOARD

Meeting February 4-5 at the Holiday Inn in Coeur d'Alene. Recreation permits on agenda, Feb. 4. Open to public, oral presentations may be made with three days prior notice. Written inputs to Dist. Manager Larry Woodward, 1808 N. Third St., Coeur d'Alene, Idaho 83814 or call (208) 664-8231.

BLM – COLORADO

GRAND JUNCTION DIST. ADVISORY BOARD

Meeting February 19 at 9 a.m. in the Pioneer Rm. of Mesa Federal Savings & Loan Bldg., 6th & Rood, Grand Junction, CO. Organizational meeting, open to public. Brief oral statements may be made time permitting with prior notice. Write Dist. Manager, P.O. Box 1509, Grand Junction, CO 81501 or call (303) 242-8515.

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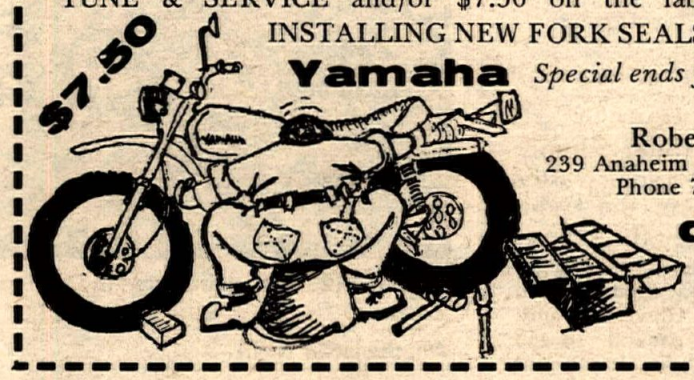

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NORTHERN DATELINE

Turner smokes Lackey at Sears

By W. H. Spencer

SONOMA, CAL., DEC. 28

Round Two of Winter Series Motocross at Sears Point Raceway provided some Nationally ranked talent and a dynamite turnout of young Novices. The big winner was once again the AMA with over $400 in new signups. With such greats as Brad Lackey and Jim Turner putting on their own show, the interest should carry over for the rest of the series which goes to a two day format in January.

In the Open Expert, Turner smoked the other 27 riders off the line in the opening moto as Bad Brad gave an advantage to the troops with a bad start. By the third lap he was moving through to second being closely chased by Dave Longcor (Bul). Longcor kept close for two laps until exiting the last corner he gassed it too hard and low-sided. He remounted without losing a spot while Brad just couldn't catch Turner.

In the second moto it was a trophy dash between the Lackey Husky and the Turner Suzuki. Jim got by Bradley on the third lap in fine style, The two stayed attached for the next two laps with Brad trying to get around. Twice he appeared to have a shot but each time, the Suzuki was just in the proper way to hold him back. Then on the back side of the longish two mile course Brad did the Carnegie trick by hitting a post breaking the gear shift. With but second gear to motate on, he lost enough ground that Turner lapped him.

Longcor played catch up again by taking a second overall. Danny Leet being Mr. Consistent came in with two thirds and the third overall while Scott Austin was quite impressive with the fourth overall in points on board an elderly Maico.

Beto Rossi, an exhange student from El Salvador, joined the Junior ranks today and won both the 250 and 125 Junior events. While not being very conversant in English, he does know his racing routines. ●

Bad Brad (25) was chased hard in Open moto one until Dicin' Dave Longcor (4) wound up on the ground.

Porterville Spinners TT

By Cosmic Cat & Co.

PORTERVILLE, CAL., JAN. 4

Shannon Amaral (Suz) simply demolished the 100 Juniors after leading flag to flag in the Main. Leaving turn one after the start it was Amaral at the point followed by Carl Wilkerson (Suz), Brad Helton (Yam), and Brock Glover (Yam). Starting lap two Amaral began stretching his lead while Helton got second by taking a short cut around the jump and passing Wilkerson in the process. John Birges (Yam) put the bite on Glover for fourth and started eyeing Wilkerson for third. Both Birges and Glover got by Wilkerson at the start of lap four so it was Amaral with an enormous lead, Helton second, then Birges and Glover arguing over third. Glover got his way in turn one of the last lap, and was moved up to second when Helton was penalized one position for missing the jump on lap one.

Steve Monger (Yam) put it to the 250 Experts taking the Main with quite a distance between him and the second and third place finishers Tim Smithpeters (Bul) and Derek Land (Yam).

Smithpeters, not satisfied with a second, snatched the 350-500 Experts from Jim Birkle (Yam) right at the checkers. Coming out of the sweeper wheel to wheel, Smithpeters pushed his Bultaco to the win, just inches ahead of Birkle. ●

Ah, the ladies (sigh).

PHOTOS BY W. H. SPENCER

Fireworks at Pioneer

By Ann Carr

OAKDALE, CAL., JAN 4

Pioneer Arena opened its fifth season today as 188 scramblers gassed it up over a cobby, slick course.

Jumping to the front in this year's plate race was Benny King of Salinas with a win in the 250 Expert Main. The Jorgensen boys seemed to be headed for a 1-2 after the heats as each won handily, but King jumped to the front of the main until lap eight when Alex made a slick pass and had the race sewed up. A tire in the jump righthander, however, caught Alex by surprise and he fell. King then retook first with younger Jorgy Kim in second.

Ted Davidson continued to dominate the 125 and Open Expert classes but not without a struggle. The 125 challenger was Seaside's Jeff Haney, a rising 14-year old who held off Ted for six laps, but seemed to tire midway. Mitch Davidson, who just missed the plate list they year, slipped by Haney for second.

Davidson's Open Expert victory was also a tough one as he chased Steve Parker's Maico for six laps. Ted's relentless pressure eventually paid off as Parker slipped wide in the spectator turn. ●

B.O.S.S. CMC MX at SOHVP

By Sallee Hilton

SACRAMENTO, CAL., DEC. 28

Sacramento's recently opened "Off Highway Vehicle Park" may become one of the area's most popular motocross tracks if it

continues to draw top riders and a large crowd of spectators.

John Dangberg (Hon), in his first Expert race, took the money for first overall in the 125 class. Second place pay also went to a newcomer, Ben Crocco (Hon). It was the second time out as an Expert for him. (And they thought they weren't ready to turn Expert?) The upset began in the first moto when Hal Schafer (Hon), another new Expert, took the lead before the first turn and got way out there before he scattered his engine. Chalma Roberts (Hon) had been running second and crashed. Crocco moved into the lead and continued to gas it, not giving second runner Dangberg a chance to take over. Kevin Henry (Bul), his bike not running up to par, worked up to the third place.

The second time out Dangberg took the lead from Jim Lesniewski (Hus) after a couple of laps. Henry dropped out and Dangberg got so far in front that no one could catch him. Danny Montgomery (C-A) had his bike running better for this moto and moved into second, putting Lesniewski third. Crocco had stalled on the start and was last off the line, but stilled pulled up for a fourth finish and second place money.

In the 250 Expert motos, the 20-plus riders moved in a pack lap by lap the entire race, never spreading out to any great extent either in front or to the rear. Mark Hilton (Suz) got the hole shot and a clean lead going into the first turn, but came out of the same turn in tenth place after a quickie stop to turn on his gas. Steve Conner (Bul) took over the lead for that lap but gave it up to Kevin Henry (Bul) who had gone by half a dozen riders to get there. Henry only held the lead for two laps when he crashed. Now Mark Dickerhoof (Hus) was running in front followed by, would you believe, another new Expert Bill Jamerson (Suz), Floyd Davis (Suz) and Hilton trying to make it back to the front. Twenty yards before the finish Dickerhoof crashed hard and the moto went to Jamerson. Kim Reeg (Bul) had come up from last off the line to finish fourth right behind Hilton. Davis had second.

Jamerson, psyched up from his earlier win, came off the line first in the second moto, but Davis caught and passed him just before he crashed and found himslef running last. Davis kept the lead the rest of the race, but for a good bit of it Hilton and Reeg were right in there. Hilton botched a turn and Reeg moved up to second as the fight continued to the very end, but without affecting the finishing order. ●

Mike and Gary battle at Sand Hill

By Marvin Patton

BRENTWOOD, CAL., JAN. 4

Two 250 Experts Mike Middleton (Suz) and Gary Murphy (Hus) raced for the first turn, each struggling for the lead up the long uphill. Rounding the bend, Murphy pulled just enough to take the lead. Dan Geary (Hon) was in close pursuit. The moto was very fast with the first three riders all close. Each rider rode with precision and finished the moto as they started. The second moto Dan Geary (Hon) got a great start and went through the first lap leading. Bruce Manjoni (CZ) was a close second ahead of Mike Middleton and Gary Murphy. The second lap Mike had moved to take over the lead. Gary Murphy was still holding fourth. The next lap Gary got by Dan and Bruce to take second. Murphy had to beat Mike to win overall. Catch he did, but pass he did not. Mike finished second in the first moto and winning the second gave him first overall.

Neil MacDannald (Nog), after several months being laid up following a serious injury in Southern California, was back

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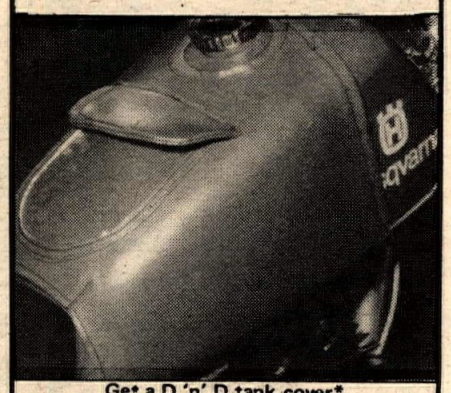

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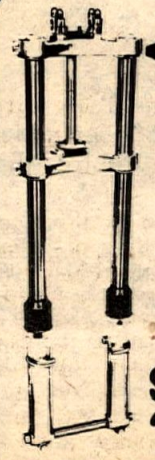

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NORTHERN DATELINE

E. W. DOMINIE

Even if you're 12 years old, you age fast at speed — Mini Expert Wade Wilson totally committed at Chico's rough scrambles.

at Sand Hill with an easy win in the first moto. The second moto Jim Turner (Suz) was just a little too much for Neil. Jim had an easy win. Gary Murphy (Hus), who finished second in the first moto, was running third but could not get by Neil to take second in the first moto, was running third but could not get by Neil to take second for a possible win overall. Gary finished third giving him a third overall. Jim, who finished fourth in the first moto, had to settle for a second overall. ●

Chico mini stars

By Donna Fowler

CHICO, CAL., DEC. 28

The weather man held off the rain for one more week at Cycleland Speedway. John Sudberry is in the process of changing the track geometry, adding two long straightaways and a right hand sweeper. With only two scrambles left in this season it's doubtful that John will have the new area opened up this year, but if not, it will give the boys (and girls) something to look forward to next season. The lack of rain made the existing track faster than usual.

The thriller of the day was in the Mini class. Over 20 mini-bikers lined up for a three row start with the Novices on the front row, Juniors on line two and Experts bringing up the rear. Jimmy Souza got off with one of his dynamite holeshots and quickly jumped into the lead. Tom Dempsey followed in quick pursuit and Bobby Thomas got clear of the pack running a clean third. Jeff Fuller, whose second row handicap held him back through the first few turns started to move. Lap five found him in second place and pushing hard to catch Souza. In lap six he missed a shift in the hairpin and dropped back a few lengths. Souza grabbed the opportunity and "got it on," opening up about a four bike lead before Jeff got it together again and started closing the gap. Last lap, coming off the jump for the checkered flag, Jeff was able to get a better drive out of the sweeper, beating Jimmy by about a half a wheel length. A great race for both riders. ●

Results in Results Section.

Cantaloupi cleans up—Richter takes Bugsy

By Sallee Hilton

DIXON, CAL., JAN. 4

Don Cantaloupi from Stockton, already a star in the scrambles field, picked up the number one spot in four motos. He rode in the 125 and the 250 Expert classes, which can be exhausting under the procedure of running all the Expert races in the afternoon.

Another interesting phenomenon of the Novices running in the morning and the Intermediates and Experts in the afternoon, is that when a Novice is notified that he has turned Intermediate after his race, he can then sign up for the afternoon portion of the program and ride as an intermediate on the same day. Dean Wiggin (Bul) did just that! After winning his Open Novice race and claiming his trophy, he signed up as Intermediate and went home with another trophy for first in that class too!

Pat Richter won both motos of the Open Expert class, but not with the usual ease. The first go, on the re-start, Richter joined Bob May (Mai) and Bob Myers (Suz) out front. By the second lap Richter was alone. Charlie Marhsall (Bul) was on the move, passing May, who had been in third place. Myers, after riding in second all the way threw a chain, giving Marshall the break he needed but not in time to catch up with Richter. Meanwhile Dick "Bugsy" Mann had been no slouch. His four stroke BSA could be heard all around the track, running so smoothly it was hard to realize the distance between him and Richter was closing. At the checkered flag Bugsy was tight on Marshall's tail. One more lap may have meant a whole new story!

The second Open moto was a slightly different story. Richter got the hole-shot but crashed after two laps. He was not injured, but the bike was. Myers who had taken over the lead, but for reasons unknown, Myers DNFed. Now Mann was leading, but Richter was catching up in spite of his broken shock, and in the last ten seconds of the race Richter got far enough in front of Mann to take the second moto win. Marshall had been in third the first two laps, but was down two laps when his bike broke, moving Scott Briard (Bul) into the position. ●

SRO indoor bash

By Lynne Diltz

ROSEBURG, ORE., DEC. 27

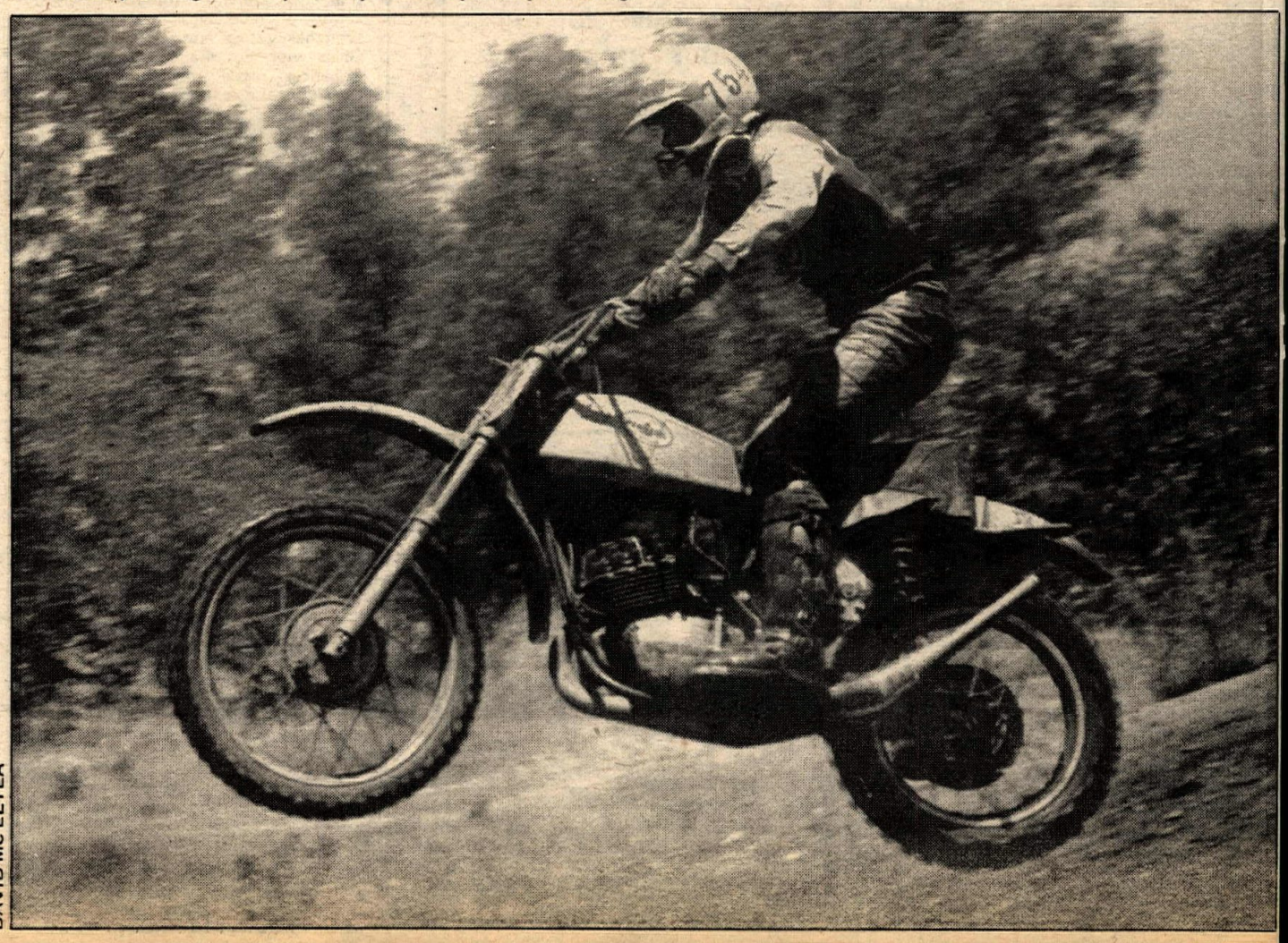
Just when the Cross Country Riders think they've had a capacity crowd, another Saturday night of shorttrack racing provides an upset. There was standing room only in the seats and it required 51 different races to sort the trophy and money winners out of the 126 entries from as far away as Cathlamet, Washington and Stockton, California.

There was some wild riding but no serious injuries as Grants Pass rider Jeff Campbell's hotshoe hooked a tire and he and bike endoed. As Campbell hit the track, Bob Mahr from Corvallis, having nowhere to go, center-punched him. Racing was halted, Campbell regained his senses and went back to a restart. Kids Mini high-point leader, Andy Bruhn, from Aloha, had his troubles as the A Main left the line. Brian Loesch laid it down in turn three, Bruhn high-sided and was promptly cracked in the helmet by the front tire of another bike. Bruhn was a long time getting up and could not return.

The first Semi Pro elimination round was a disaster. Frank Word hit the track hard; Dick Wooten and John Wincewicz bounced off a straw bale. All made it back to a restart. Jeff Campbell had his round with the tire and bikes scattered all around turn one-two. Those seven riders were sent to the center to recoup, regroup and make repairs while the second round was run. After a restart with four put on the second row, that eliminator was completed and the first one was run again. All riders made one lap without incident then it *all* fell apart. Greg Wilson spun out, Dick Wooten and John Wincewicz went down together in turn two and Bob Mahr literally jumped them, motocross style.

Like the pros they all were, the seven participants in the Main event needed no restarts. Lester Huey took a quick lead and went all the way, Bill Oliver passed Gary Davis for a second and Jeff Campbell held fourth. ●

Pat Richter, coming on heavy in early season Open Expert racing.



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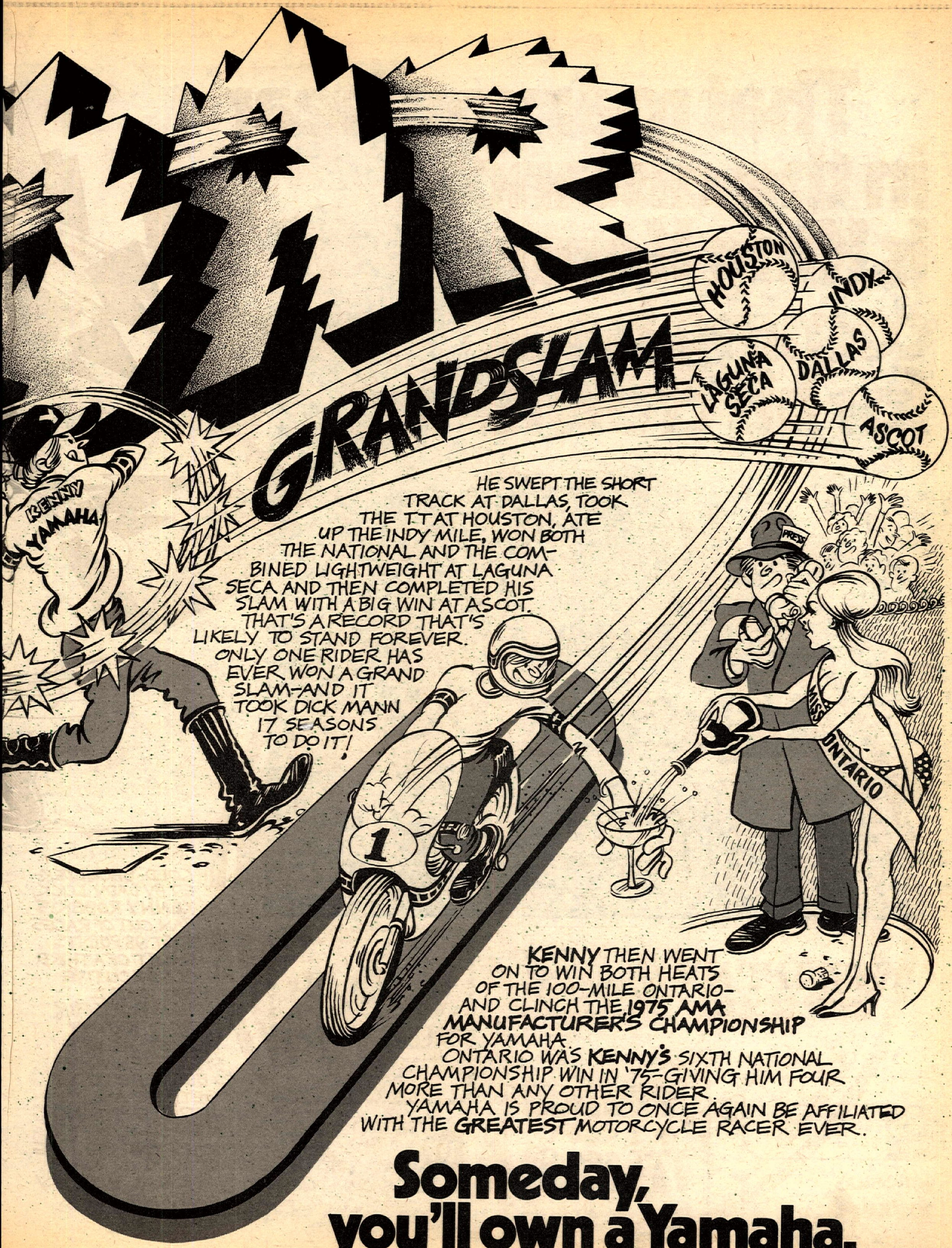
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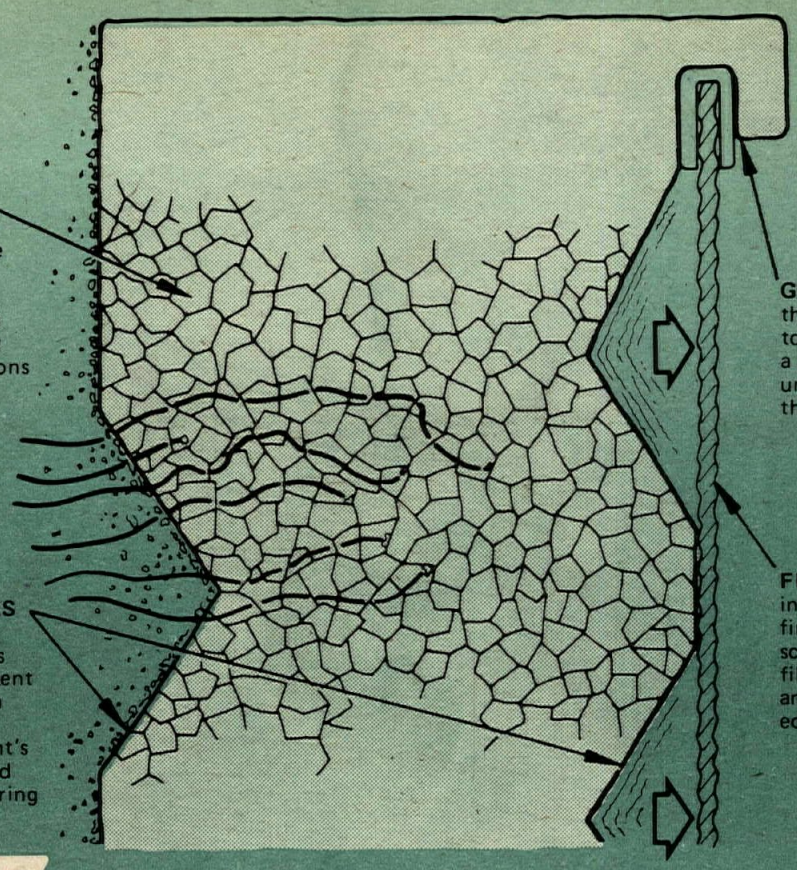

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CENTRAL

Eddy Pate (27) swept through Mosier Valley's

Pickard, Kidd take chilly Mosier MX

By Dave Nielsen

ARLINGTON, TEX., DEC. 21
Husqvarna of Dallas owner John Long watched his charges Ricky Kidd and Bobby Pickard end up winners in the Expert classes today at Mosier Valley MX Park, capping a dry, cold Sunday afternoon that chilled the 252 riders between motos, but failed to damp their competitive enthusiasm.

Wyman Priddy appeared in an unfamiliar role, that of racing the 125 Experts, but the box-stock Mono Yam tightened up in the first race, costing Priddy the overall win. Although he collected moto pay for leading the final round, the overall went to Kidd (Hus), who marked 4-2 while contenders Mike Hullett (Suz), Jimmy Martin (Yam), and Eddie Roberts (Yam) faltered in moto two. Roberts still finished second at 1-9, outpointing Rick Riccardi (Yam, 6-5) and Doug Cook (Yam, 9-3).

Kidd is quite capable of running all three classes, as evidenced in the 250 and Open Expert, where he and Bobby Pickard (Pen) swapped overall wins. Pickard's 250 effort was eased

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first turn in the jackpot position only to give way to Marvin Sanders (47) and Guy Allen (617) in the 100 class.

somewhat when Kidd DNFed the final after taking the first heat, but Mike Jones (Kaw, 3-2) kept Bobby honest from his runner-up spot. In the Open class, Pickard's come-from-behind third and a win in the second moto put him under Kidd (1-2) in the overall list, while Jody Foust's fine second in the opener turned into another DNF for the Maico pilot in the final. Tim Riddle (Hus, 4-4) was upset for third OA by Randall Tarter's 5-3 score.

In trophy class action, Yamaha riders showed their stuff in sweeps of several divisions. Converted flat tracker Bobby Elliott answered the question "What do skidders do in the winter?" by going 1-1 in 125 Novice Division II, as Carrollton riders took the top four places. Other yellow terrors included Mini winners Tim Butler and Derek Wedding, Tom Hollister in the Over 30, and impressive 125 Intermediate Cole Knight, who took the point when the head gasket blew on Davey Jones' Elsinore.

Carrying Suzuki to class victory were Open Intermediate Randy Owens, who edged Randy Jones (Bul, 3-1) with his 1-2, and 100 Novice winner Marvin Saunders, who finished 2-2 to top Eddy Pate (Yam, 1-4) and Guy Allen (Suz, 4-1). Also riding an RM to a hard-fought win was Clifford Smith over eighteen 250 Intermediates, scoring 1-2 ahead of Mark Fischrupp (3-3), also Suzuki mounted. ●

Results in Results Section.

George Banke to Wyman Priddy: "Pickard's playing with your clutch again."

PHOTOS BY D. H. NIELSEN

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CENTRAL PIPELINE

Smith at home at Aztec

By Action Oz

COLORADO SPRINGS, CO., DEC. 21
With the Christmas season on hand and no points up for grabs a large number of dedicated crossers turned out to keep in shape for the coming season.

Stacy Smith on his Yamahaflyer did it again in both motos of the 125 A class. The race of the day was between Morrill Giffith and Ed Overton with Griffith taking the nod for second.

The 250 A motos saw Jack Todd doing it the best in both motos with Robert Barlow leading it for a good part of the way. The Open A's mixed it up both motos to give the spectators something to warm up over as Charles Geist, Bob Hargrove, Shane Cannon and Gary Buckley engaged in close racing for the front spots. Geist took the win with Hargrove second. ●

Results in Results Section.

Bravo bails out

By Mark Knowles

HOUSTON, TEX., DEC. 28
An enthusiastic crowd and excellent track conditions were spoiled by heavy rains halfway into the second round of motos cancelling the remaining races. For those desperate mud-o-crossers, a one moto mud race was held with Darwin Huckabee splashing his way into first ahead of second place Jay LeBlanc.

An unusually large 125 Expert class hit the first turn with Bo Koch taking his usual quick lead. Koch began pulling away from the pack only to discover Mickey Pizzatola right on his rear fender. The pair diced for the lead for seven laps as Robert Coreale maintained a safe third followed by King Tieken in fourth. Pizzatola was still applying pressure on the last lap when his bike broke allowing Koch an easy victory. Coreale advanced into second place with Tieken taking third.

The crowded 250 Amateur class had both heavy crashing and racing with Jay LeBlanc taking advantage of an early lead to avoid all competition in route to victory. Darwin Huckabee followed for second place ahead of a hard charging Richard Lenoard. Wayne Rutherford worked his way through the pack to secure fourth place. ●

Indian Territory Raceway

By R. W. Jones

PRAGUE, OKLA., JAN. 4
Indian Territory Raceway started their four month series today with the hardy racers coming out to race on a cool day with a high of 36 degrees, to get a jump on the ones that stayed home for the giant 40 inch trophy and the No. 1 plate.

The 125 Novice class was a real thriller with Scott Loy and James Lambert battling down to the wire. Sissy Hill was hot on Kelly King's rear knobby when the checkered dropped to take fourth for the day.

The Open Novices got off the line with Sissy's brother Jim Hill taking it at the first corner in both motos and winning all the way with Ronnie Ainsworth right behind in second. Rick Gouker took third.

Dennis Evans (CZ) ran away with the Open Amateurs with two firsts. David Harris ran a second all day. ●

Results in Results Section.

PHOTOS BY ACTION OZ

(Above) Stacey Smith dusted off Aztec's 125 class, while Charlie Geist (below) took the Open win under heavy pressure.

Stars suffer at Lockhart

By DeWitt Henderson

LOCKHART, TEX., DEC. 28

Kent Howerton and DeWitt Knox showed up at Southwest Motocross Park in hopes of thrilling the locals and picking up a little easy cash, but their bikes wouldn't cooperate.

Howerton took an easy win in the first moto of the 125 Expert class, with only Henry Evans (Hon) in sight. Evans put on a real fine ride, followed by an improving Bobby Bullock (Yam). Seguin's Spencer Clauss (Yam) was fourth despite a crash.

The second moto looked to be an instant replay of the first, as Kent Howerton got another holeshot. Henry Evans was again in second, with Clauss in third this time and Bullock in fourth. But Howerton's superfast 125 Husky caught a ring in a port, no doubt due to some slight port work (slight?). Evans went on to win, with Clauss occasionally moving up a bit. Evans' 2-1 was good for first overall, which has eluded Henry for quite a while. Clauss' 4-2 took second place cash, and Bobby Bullock was third on a consistent 3-3 score. Team Husky's Kent Howerton dropped to fourth overall due to a 1-7 score, but just wait until next Sunday . . .

Gary Bigley (Yam) of Austin took the 250-Open Expert class on his 250 Mono without winning a moto, but his 2-2 placings were all he needed. DeWitt Knox (Yam), who has returned from racing in several Trans-Ams and the American Motocross Finals, jumped to an early lead in the first heat, and appeared to have it sewn up until his bike broke down. This left Gary Bigley in the lead, followed by a closing Robert Reynolds (KTM). Reynolds got by Bigley with less than a quarter of a lap to go and took the moto win.

The second moto was a mirror image of the first as far as DeWitt Knox's start, but the rest of the heat was completely different. Knox's Yamaha didn't break this time, and he went on to win convincingly. Gary Bigley and Robert Reynolds were at it again, and Reynolds nearly pulled the same trick on the last lap, but Bigley just held him off. Bigley's 2-2 was good for first overall, followed by Reynolds with a 1-3. San Antonio's Kevin Horton (360 Hus) with a 3-4, and DeWitt Knox's 7-1. ●

Rio racing to Johnson

By Mark Knowles

HOUSTON, TEX., JAN. 4

Over 200 riders were greeted with a chilly 35 degree morning and excellent track preparations as Rio Bravo hosted its first race of the year.

Glen 'Tex' Johnson was untouchable in winning the closely packed 125 Expert class. The first moto started with Dave Martin and Bo Koch battling for the lead as Johnson bogged in last place. Within three laps Johnson was in third place and closing fast on second place Koch as Martin tried desperately to pull away. But Johnson passed both with ease to build up a ten second lead before the race ended, with Martin edging Koch for second. Koch never showed for the start of the second moto as Terry Strothers pulled the holeshot only to be passed by Johnson in the fourth turn on his way to victory. Strothers stayed on the gas hard as Martin and King Tieken were within three bike lengths the whole race. Martin edged his way past Strothers into second only to be re-passed on the last lap. Martin (2, 3) secured second place cash as Strothers' (5, 2) strong second moto performance edged King Tieken (4, 4) for third.

The usual gang of the 250 Expert pack hit the first turn in a blast of dirt and dust but by the second turn an unusual figure in yellow had a solid lead. Bob Koch turned from the 125 Expert class to the 250 class aboard a new RM Suzuki with style and speed not usually seen on a larger bike. Koch had only himself to race as he pulled away at an amazing pace to win the first moto by over 15 seconds. Randy Choate pulled a similar performance, but behind Koch in second place. The start of the second moto had the spectators lining the fences hoping for a repeat of Koch's performance but Steve Schramm was the figure that came blasting through the first turn in front. Coate was running a strong second as Koch was slowed by traffic in eighth. Schramm began motoring away as Choate matched his pace with Bill Green trailing in third. By the third lap Koch had passed some of Houston's best talent to move into third ahead of Green. The moto ended with Schramm out front with Choate, Koch, and Green holding position. Choate's consistency (2, 2) collected first place cash as Koch (1, 3) secured second. Schramm's (7-1) disappointing first moto performance held him to third followed by Bill Green (6, 4) in fourth. ●

Sass snows 125 State Championship

By Mark Paulsen

CASTLE ROCK, COLO., NOV. 23

Even though the track was covered by snow in some places and muddy everywhere else, this was destined to be a day of hot racing.

Albert Firestine went into the race leading the point standings by a large margin. But the riders in positions two through five were close and needed points to fortify their positions or move up in the standings. This was the last 125 Pro point race of the year and offered double points.

Gary Duncan won the holeshot in the first moto of the 125 State Championship on his new RM-125. By the second lap, Bruce Sass (Yam) was hounding Gary, while Stacy Smith fought to keep Al Firestine (Yam) out of third place. At the start, the clutch on Arlo Englund's Kawasaki went away, giving him a terrible start. Nobody noticed him moving through the pack until he began closing on the leaders. By the fifth lap, Duncan and Sass had a 15-second lead on the rest of the pack. After a long duel, Sass got the lead. Meanwhile, Arlo had moved up and made his way past Mike Rust (Hus) and Firestine, and was challenging Stacy Smith. He dispatched Smith with ease. Before many spectators had realized what had happened, Arlo was challenging Duncan for second. After a short dice, Arlo went by and pulled away. By this time the white flag was out. Alro had no hope of catching the flying Sass.

Bruce Sass took the lead at the start of the final moto, followed closely by Al Firestine and Gary Duncan. By the second lap Firestine had turned over second place to Duncan, and third to Mike Loeffler (Hon). Arlo Englund got a better start this time. On the third lap he blew by Loeffler and set his sights on Duncan. Arlo got by Duncan quickly, and Loeffler fought with Firestine for fourth place. Thinking of the overall win, Arlo went WFO after Sass. Spectators cheered wildly as Arlo closed Sass' 25-second lead down to 15 seconds, then 10. It was then that Arlo's chain broke, putting him out and Sass took a deserved win. Gary Duncan finished second, followed by Al Firestine. ●

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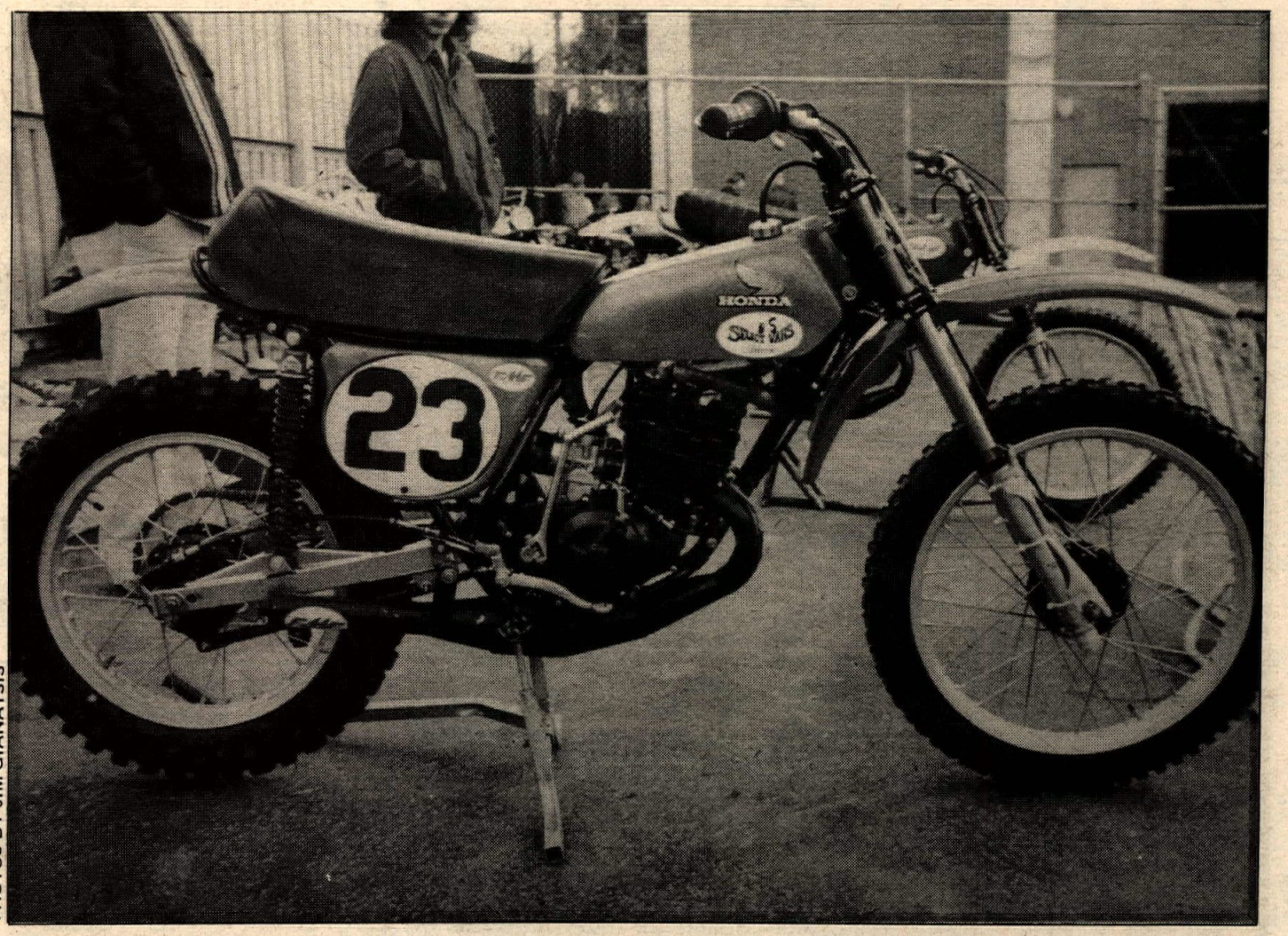
FLYING MACHINE FACTORY vs. DG PERFORMANCE SPECIALTIES

By Jim Gianatsis



PHOTOS BY JIM GIANATSIS

Flying Machine Factory, builders of Mary Smith's practice bikes, offer a "Marty Smith replica Engine Kit" that will convert any mild-mannered Elsinore into a phone booth destroying pseudo RC works machine.

The enigma of the popularity of Honda's CR-125 Elsinore is a little hard to explain. When it was introduced to the public two years ago, there wasn't another bike that could touch it for its speed, handling or price. But that was two years ago. Today the market is proliferated with bikes that will blow the number panels off a stock Honda CR-125 and leave it spinning doughnuts in the dirt. Machinery like Yamaha's YZ-125 and Suzuki's RM-125 offer twice the handling and gobs more power for about the same price. A couple of hundred dollars more and you can have a Bultaco or Husky 125 which offers as much power along with big bike handling.

Much of the CR-125's popularity enigma has to be Marty Smith's two time 125cc National Championship victories on the look alike but mechanically dissimilar RC-125 works bike. Now that the production CR-125 looks just that much more like the RC-125 because of the red paint, sales are guaranteed to continue at a fever pitch.

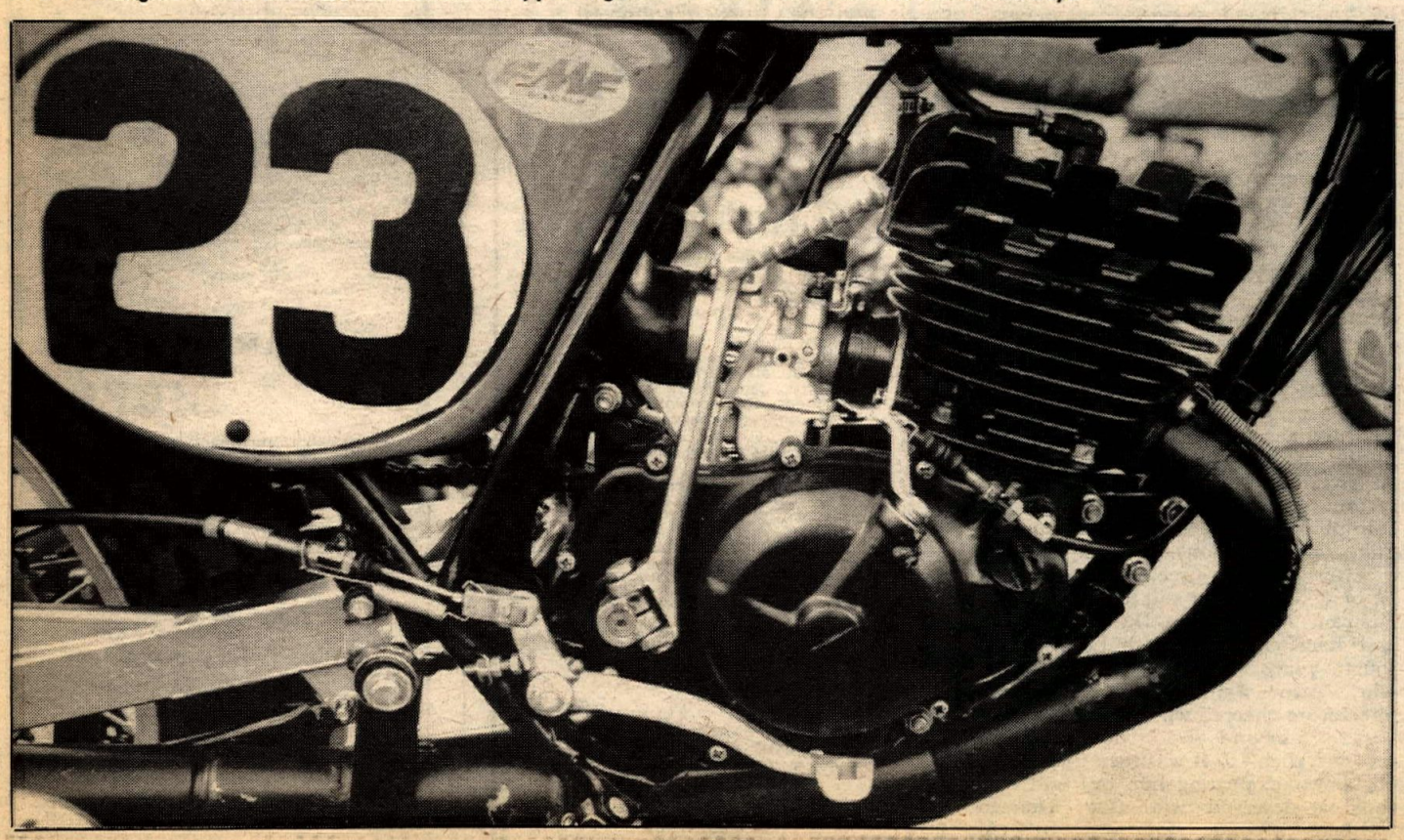
One fact remains. If you want to race a CR-125 in the big leagues the initial investment could prove to be very high. But putting all that B.S. aside about the high cost of racing, when other machinery is available at a much lower competitiveness per dollar ratio, perhaps the other reason for the popularity is the fact there's more trick stuff available for it than any other bike in existence. And you know how American riders are gassed on trick stuff.

Last year you could expect to double your initial investment, spending around $1600 including purchase price of a CR-125 to make it competitive for professional caliber racing. If the latest bikes introduced at the Anaheim Stadium American Motocross Finals by DG Performance Specialities and Flying Machine Factory are any indication of what you'll need to be competitive during 1976, you can expect your initial investment to triple. For those of you interested in $2400 Honda CR-125 Elsinores, read on. For those of you faint of heart, please turn the page.

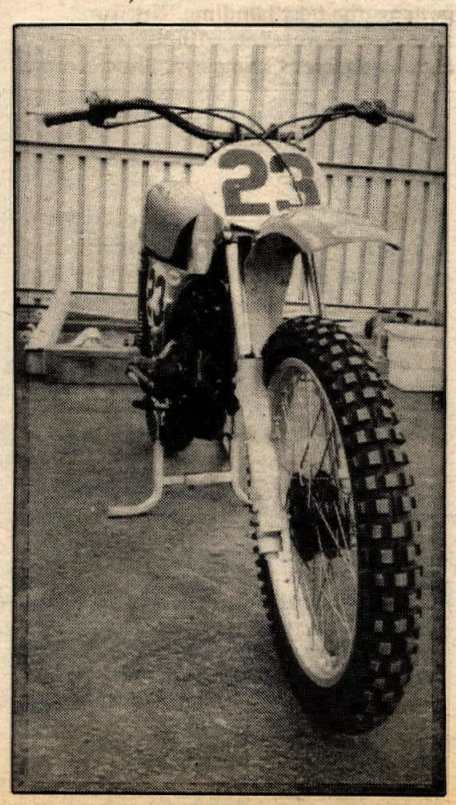
DG Performance Specialities' bike is perhaps the most exotic of the two. Broc Glover piloted number 43 to the overall win of the High School Championships at Anaheim Stadium. Other than the main engine assembly and the wheel hubs, there's hardly an original part left on the bike.

Most notable change is a special laydown frame by DG with a super-strong box-section steel swingarm and Girling gas shocks. For those of you who can't afford to go for a whole new frame, DG still has their laydown frame kit (which includes a new swingarm) for modifying a stock frame. If you don't want to weld on your frame and hate to

The FMF engine kit has been around a while now, proving itself to be fast and reliable. Just ask Marty.



Extended lower sliders and big front fender gives the FMF bike a mean look.



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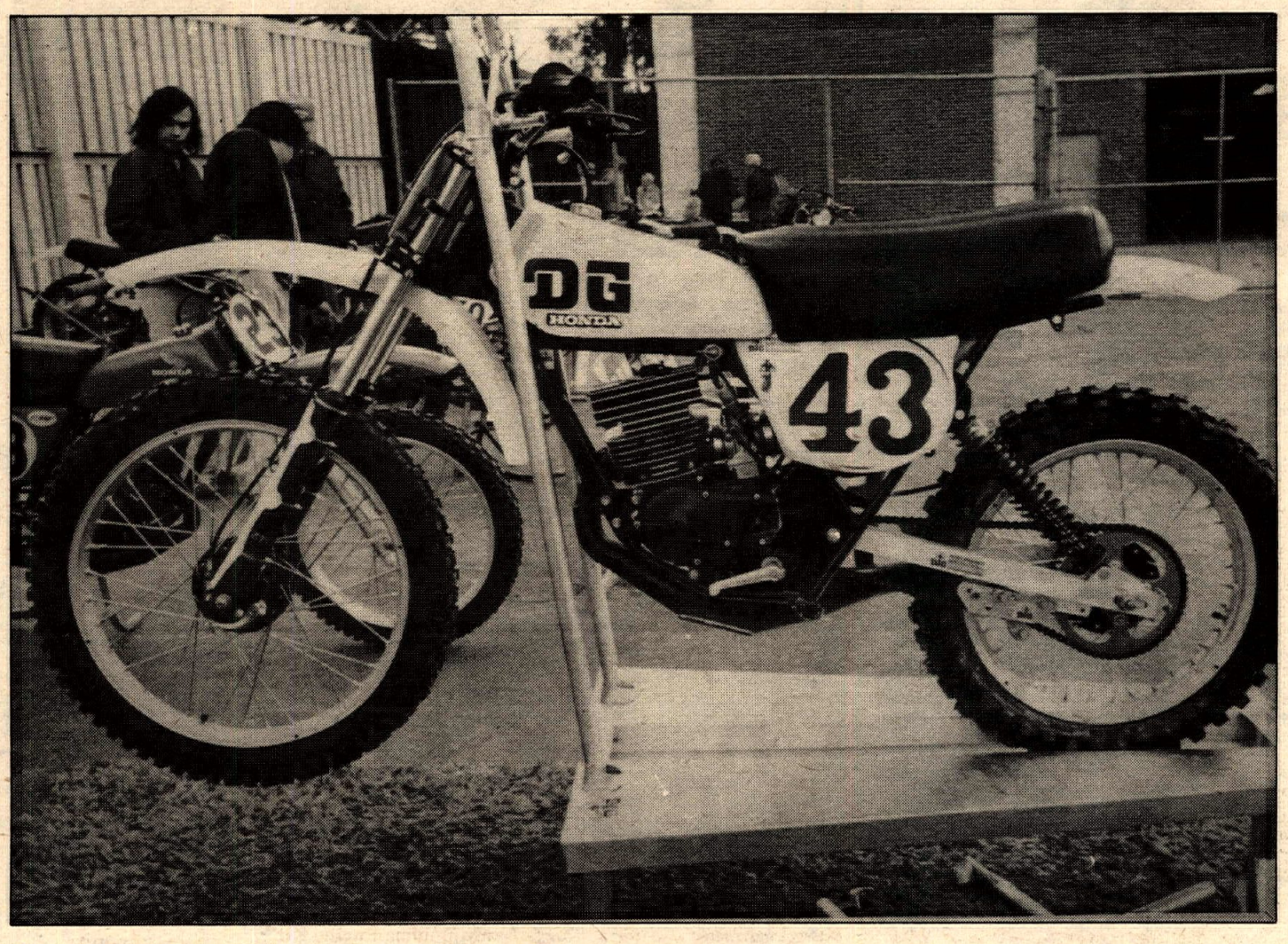

DG's modified Honda, with its special frame, laydown Girling shocks and Marzocchi forks, has to be the best handling Elsinore on the block.

buy longer shocks, which the laydown kit requires, they also have available a swingarm for forward mounting the stock length shocks.

The standard CR-125 front forks have been replaced by Marzocchi's fork legs for Hondas, part number 3014 available through Hi-Point Accessories. Retail price is approximately $160 for the center position axle model as DG is using, or Hi-Point also has available the leading axle set for $205. Because the Honda CR-250 triple clamps need to be used with the Marzocchi forks, some modifications might have to be made to fit the forks to a CR-125. It would be best to give DG a phone call to check things out.

Other little goodies on the bike which DG can provide include the exact "RC" replica gas tank, fenders, spring-loaded chain tensioner, and the Girling gas shocks. The hefty padded seat is a home built job.

The engine gets reworked with DG's 17-fin radial head, painted black like the stock cylinder and then the ends of the fins are lightly sanded for looks. They offer porting modifications on your cylinder up to Stage V for $125, and other bolt-on performance items from DG include the "Torquer" down pipe, a Mikuni 30mm carburetor with manifold, airboot, and airbox with Twin-Air Phase II element.

Flying Machine Factory's CR-125 may not be as exotic as DG's, but it certainly gets the job done, nonetheless. Flying machine is mainly known for their "Marty Smith replica Engine Kit." What you do is send them $275.90 and your cylinder. They'll modify your cylinder, then return it to you with the "Porcupine" cylinder head, 32mm Mikuni carb and manifold, expansion chamber and reworked piston. You'll have to call them first to set up a machine shop service appointment.

Both Flying Machine and DG offer 100cc sleeve down kits for CR-125s if you want to race in the 100cc class. Kits include a new cylinder liner installed in your cylinder, piston, gaskets and head. Flying Machine's kit retails at $240.98 for standard porting, and $285.98 for a kit with boost porting. DG's kit goes for $250 and includes custom porting and a Mikuni carb.

The works Flying Machine bike keeps the stock frame and modifies the rear suspension with a "Marty Smith replica swingarm" to forward mount Girling gas shocks.

Up front, the stock CR-125 forks are modified with Flying Machine's air-oil conversion fork caps. This does away with the internal fork springs and allows adjusting the forks by air pressure. The kit retails for $14.95 for 1974 models, and $9.95 for 1975-76 models. The forks are additionally modified by welding an additional piece on the bottom of the aluminum slider tubes to increase the front wheel travel.

Other than the main items mentioned, both Flying Machine and DG have numerous goodies like heavy 520 chain kits, fork boots and protectors, and bronze swingarm bushings. It might be a good idea to get hold of their catalogues and do a little dreaming. It won't cost you much now, but just wait until later on!

Who's and where's

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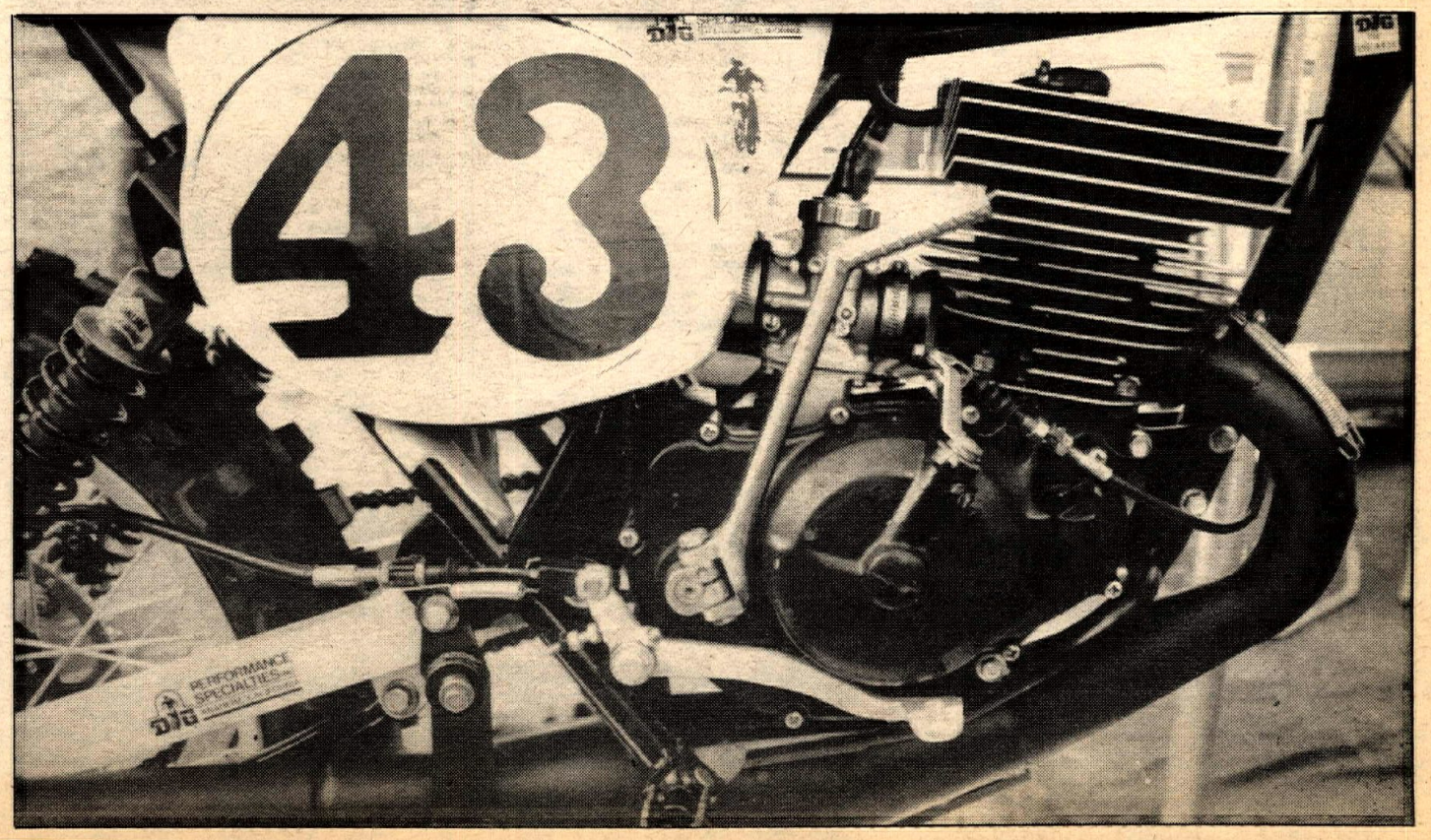
Laydown gas Girlings on DG Honda offers the most rear wheel travel and perhaps the best handling. Kits for stock frames retail at $109.95 and include a different swingarm. Shocks extra.

DG's radial head looks trick, but weighs 2 pounds more than stock. Mikuni carb is a must for any engine modifications.



RESULTS

Rio Bravo MX
Houston, TX.
Dec. 28, 1975
By Mark Knowles

POWDER PUFF	
Linda Barnes	
Donna Koch	
Diane Ashen	
Carrie Mc Crosky	
MINI UNDER 12	
Mike Dickey	
John Pollare	
Craig Raymond	
David Douglas	
MINI OVER 12	
Kevin Jones	
Clay Gauthern	
Steve Richie	
John Berch	
OVER 30 -125	
Jim Barnes	
Mike Macejewski	
Buddy Holland	
Jerry Elrod	
OVER 30 - OPEN	
Don Piper	
Frank Diess	
Tommy Feguson	
Charles Russell	
100 AM	
Troy Broussard	
Jerry Strother	
Randy Seale	
Scott Stephens	
125 AM A	
Mike Boldenhane	
Jerry Slaughter	
Jimmy Taylor	
Stuart Cotton	
125 AM B	
Ralph Babbit	
Ronnie Krejci	
Mike Holdsworth	
Tim Curry	
125 INT	
Mike Ballensky	
Phil Mayer	
Mickey Russell	
Blake Haynes	
125 EX	
Bo Koch	
Robert Coreale	
King Tieken	
Dave Martin	
250 AM	
Jay LeBlanc	
Darwin Huckabee	
Richard Leonard	
Wayne Rutherford	
250 EX	
Steve Schramm	
Tracy Knighton	
Mike Wharton	
Bill Green	
OPEN AM	
Blake Haynes	
Randy Kuhn	
Jimmy Ingram	
Pat McPherson	
OPEN EX	
James Tidwell	
Bill Green	
Mark Pardue	
Mike Buckmaster	
MUD RACE	
Darwin Huckabee	
Jay LeBlanc	

Southwest MX Park
Lockhart, TX.
Dec. 28, 1975
By DeWitt Henderson

MINI BIKES	
Rickey Roberts	Yam
David Beckham	Hon
Keith Davis	Yam
Mark Taylor	Yam
100 NOV	
Steve Cardwell	Hon
Jack Beckham	Suz
Bruce Slaughter	Suz
Marvin McKim	Yam
125 NOV	
Ron Taylor	Yam
Bill Howle	Y[illegible]
Bruce Slaughter	
Alan Meyer	Hon
125 INT	
Mike Mollere	Hus
Kirk Hanna	Yam
Mike Maloney	Hon
Neil Cooper	Kaw
250 NOV-INT	
David Wallace	Hus
Mike Mollere	Hus
Craig Bibb	Hus
David Stutts	Hus
OPEN NOV	
Jim Hohlt	Mai
Danny Takins	Hus
Garon Crow	Hus
125 EX	
Henry Evans	Hon
Spencer Clauss	Yam
Bobby Bullock	Yam
Kent Howeton	Hus
250 OPEN EX	
Gary Bigley	Yam
Robert Reynolds	KTM
Kevin Horton	Hus
DeWitt Knox	Yam

SRA Carlsbad GP
Carlsbad, Cal.
Jan. 4, 1976

OPEN ADV	
Steve Stricklin	Kaw
Craig Adams	KTM
Charlie Conway	KTM
OPEN NOV	
Bart Harris	CZ
Bill Wright	Mai
Ron Ryer	CZ
250 ADV	
Jim Cooke	Kaw
Wayne Martin	Hus
Joe Padilla	Hus
250 NOV	
Jim Burt	Suz
Greg Smith	Yam
Larry Katuls	Yam
OPEN BEG	
Ed Minkler	Yam
Ron Wood	Yam
Kim Cooper	Bul
125-200 ADV	
Dana Greeley	Yam
Jim Myers	Hon
John Ahrens	Yam
125-200 NOV	
Mike Bierman	Yam
Warren Barr	Hus
Bill Sanchez	Pen
125-200 BEG	
Mike Thornton	Hon
Mario Hutchins	Bul
Bobby Hight	Hus
250 BEG	
Bart Phillipps	Yam
Cam Schutt	CZ
Lance Tubbs	Hon
SENIOR RACE	
OPEN ADV	
Dick Smallwood	Yam
W.C. Thornton	Yam
Adam Padilla	Hus
R. Keith Brown	CZ
Robert Berdyck	CZ
250 NOV	
Dave Crofoot	Yam
OPEN NOV	
Jim Smoot	Bul
Richard Hall	Yam
Bill Ogden	Yam
125 ADV	
Ray Bierman	Yam
250 ADV	
Ted Wendel	Oss
CLASS WINNER	
125 NOV	
Jack Wendel	Pen
100 ADV	
Rex Foushee	Pen
125 BEG	
Ray Sanchez	Hon
250 BEG	
John Holmes	CZ
OPEN BEG	
Luke Sanford	Gre
100 NOV	
Gene Farvour	Pen
200 BEG	
R.E. Hallahan	Suz
81-100	
Don Germain	Yam
Sandy Barber	Pen
Jeff Hammer	Suz
0-80	
Troce Willis	Hon
Steve Dunlavy	Dob
Jeff Roehm	Yam
GIRLS	
Louise White	Hus
Sherry McClune	Pen
Susan Goade	Yam
Denise Fitzgerald	CZ
Debra Berry	Hon
Kathy Campbell	Suz
Marj. Haynes	Bul
Gloria Farvour	Pen
Jackie Fisher	Yam

Drag Hillclimb
DeAnza Cycle Park
Sunnymead, Cal.
Jan. 11, 1976

MINI CLASS	
Mike Shea	Yam
Doug Phelps	—
125 CLASS	
Tom Turner	Hon
Oliver Kiener	Yam
250 STOCK	
Dick DeRosa	Yam
Mike Shea	Yam
Dave Powell	Suz
250 MOD	
Gary Peterson	Yam
Mike Shea	Yam
360 STOCK	
Clyde Peterson	Yam
360 MOD	
Clyde Peterson	Yam
Gary Peterson	Yam
400 STOCK	
Kerry Peterson	Mai
Jim McClendon	Suz
400 MOD	
Dick DeRosa	Yam
George Tidwell	Yam
450 MOD	
Dick DeRosa	Yam
Chuck Peterson	Mai
500 STOCK	
Clyde Peterson	Yam
Bob Day	BSA
500 MOD	
Neal Mackel	Hus
Ken Miller	Tri
650 STOCK	
Neal Mackel	Tri
Dave Burk	Tri
Randy Hudnall	Tri
650 MOD	
Bill Correll	Tri
Ron Saffel	Tri
750 OPEN	
Mike Diener	Tri
Tom LaRue	Tri
TOP ELIMINATOR	
Mike Kiener	Tri

Sage Park MX
Ridgecrest, Cal.
Dec. 21, 1975

MINI MINI	
Cory Binns	Hon
Moase Galan	Ind
Shannon Ayres	Ind
POWDER PUFF	
Elaine Parsons	Hon
Diane Witever	Hon
Debby Dominquez	Hon
OLD TIMERS	
Bill Cardle	Hon
Gene Moffett	Bul
Tim Binns	Hon
Clair Moars	YZ
MINI BEG	
Donnie Cardle	Hon
Jeff Black	Kaw
Pat Galan	Yam
David Jeffries	Yam
MINI JR	
Jeeter McAlpin	Rup
Brad Binns	Yam100
Randy Young	Suz
Mark Urseth	Yam
Joe Leak	Suz
Scott Fulton	Suz
125 BEG	
Allen Hopper	Yam
Tony Walker	Hon
Gary Neal	Yam
125 JR	
Ken Willis	Yam
Doug Bulter	Yam
Steve Spragle	Suz
Jim Newman	Yam
250 EX	
Bruce Jones	KTM
250	
Randy Weiss	Yam
Mark McAlpin	Yam
Jerry Irelan	Yam
OPEN EX	
Bob West	Suz
OPEN	
Dave Thornberry	Yam
125 EX	
Brad Eyre	Hon

S .I.R. MX
Kent, Wash.
Jan. 4, 1976
By Sue Sykes

MINI A	
Phil Larson	Hon
Ken New	Yam
Mark Anderson	Hon
MINI B	
Dewayne Smith	Yam
Jeff Hayden	Yam
Mike Jacobson	
100 B	
Vince Dale	Suz
Gerry Loney	Suz
100 C	
Bob Dawson	Suz
Steve Bolson	Hon
Jeff Moore	Hon
125 POR	
Gary Racca	Hon
Steve Nolen	Hon
Marvin Sykes	Hon
125 B	
Ron Cooley	Hon
James Karch	Suz
Jeff Samac	Yam
125 C	
Mike Anderson	Yam
Dennis Ostrin	Hon
David Caldwell	Yam
250 PRO	
Doug Taylor	Bul
Rick Weidman	Hon
Robert Ryan	Suz
250 B	
Brad Davison	Mon
Baxton Chelette	C-A
Mike Hurlbert	Mon
250 C	
Kevin Weaver	Hus
Mark Everhart	Yam
Paul Baker	Hon
OPEN PRO	
Eugene Tom	Mai
OPEN B	
Eric Olson	Bul
Fred Sessions	Mai
Mike Stump	Hus
OPEN C	
Mike Writz	Yam
Jim Davis	Yam
Ken Hurlbert	Yam

D-35 TT Scrambles
Porterville, Cal.
Jan. 4, 1976
By Cosmic Cat

MINI	
NOVICE	
Eddie Shaffer	Yam
Kevin Cox	Suz
Harold White	Hon
JUNIOR	
Robert Land	Yam
Craig Baird	Suz
Kurtis Wilder	Suz
EXPERT	
Mike Garrison	Yam
Mike Yafchak	Yam
Rob Ely	Yam
100	
NOV	
Kevin Peck	Suz
Bert Stephens	Kaw
Gary Wesson	Suz
JUNIOR	
Shannon Amaral	Suz
Brock Glover	Yam
Brad Helton	Yam
100 EX	
Richard Sing	Suz
Kirk Smith	Suz
Bob Merriot	Suz
125 NOV	
Monty Geer	Suz
Ricky Dunlap	Suz
Ray Linder	Kaw
125 JR	
Kevin Ooly	Yam
Gary Long	Yam
Kent Card	Yam
125 EX	
Scott Dinkins	Suz
Bob Church	Suz
Danny Jones	Kaw
175-200 NOV	
Mark Lindaman	Suz
Steve Taylor	Suz
Lyle Attebury	Yam
175-200 JR	
Marty Brown	Yam
Roger Lady	Yam
Don Silva	Bul
175-200 EX	
Ricky Hicks	Bul
Donnie Sing	Suz
Steve Boswell	Yam
250 NOV	
Bob Garrison	Yam
Rick Stafford	Bul
Donald Smith	Bul
250 JR	
Michael Smith	Suz
Bart Epperson	Oss
Mike King	Suz
250 EX	
Steve Monger	Yam
Tim Smithpeters	Bul
Derek Land	Yam
500 NOV	
Rick Mitchel	Suz
Maurice Stoner	Suz
Dave Andrews	Suz
500 JR	
Fred Gill	Bul
Jim Springmeyer	Suz
Kirk Ridenour	Yam
500 EX	
Tim Smithpeters	Bul
Jim Birkle	Yam
Don Warren	Bul
OPEN COMBINED	
Bob Stafford	BSA
Bud Wall	Tri
Bud Sturgill	Yam

CMC Nite MX
Irwindale, Cal.
Jan. 9, 1976
By Jon Hayt

MINI EX	
Bryan Jordan	Hon
Tony Madlock	Yam
Rex Smith	Yam
MINI JR DIV I	
Scott King	Yam
Kevin Moore	Hon
Bobby Villerreal	Hon
MINI JR DIV II	
Gary Wagner	Yam
Perry Manno	Yam
Mike Brennan	Yam
100 JR	
Ruben Falcon	Yam
Jeff Johnson	Yam
Mark Weideman	Yam
125 PRO	
Gary Denton	Hon
John Atwood	Yam
Scott Clifton	Hon
125 INT DIV I	
Mike Hass	Hon
Bob Brammer	Yam
Terry Clanton	Hon
125 INT DIV II	
Pat Delliattta	Hon
Mike Rines	Hon
Mike Johns	Hon
125 JR DIV I	
Chris Threfall	Hon
Dan Dworak	Hon
Vere Butler	Yam
125 JR DIV II	
Bill Olson	Hon
Rudy Villarreal	Hon
Karl Davis	Yam
125 JR DIV III	
Jay Van Camp	FMF
Danny Van Auken	Hon
Darren Douglas	Hon
250 PRO	
Chuck Lunde	Mai
Val Tamietti	Mai
Dave Carlson	Mai
250 INT	
Chito Martinez	Yam
Jody Uyechi	Mai
Brian Anderson	Kaw
250 JR DIV I	
Tom Francis	Yam
Dave Wentz	Yam
Doug Cave	Bul
250 JR DIV II	
Gary Truesdill	Suz
Gregg Bedsford	Hon
Mark Struve	Yam
500 PRO	
Joe Johnston	Suz
Val Tamietti	Mai
Curtis Lessel	Suz
500 INT	
Kirk Benke	Bul
Con Weber	Mai
Craig Phillips	Hus
500 JR	
Phillip Ferree	Mai
Mike Sipocz	CZ
George Crezee	Yam

Escape Country MX
Trabuco Cyn, Cal.
Jan. 10, 1976

MINI CLASS	
Pat Gonzales	—
SUPER MINI	
Bruce Richardson	Yam
David Hooper	Hon
SUPER MINI BEG	
Joe Stroud	Hon
SUPER MINI NOV	
Gary Goforth	Yam
SUPER MINI INT	
Chris Morey	Hon
SUPER MINI PRO	
Steve Shippy	Yam
100 BEG	
Randy Bojorquez	Yam
100 NOV	
Kenny Morgan	Suz
125	
Tim Stoebe	Suz
Brice Worden	Yam
125 BEG	
Tony Cotta	Hon
Phil Carter	Hon
Scott Fulton	Suz
125 NOV	
Alan Tomota	Hon
Mark Sauro	Suz125 EX
Dave Dickson	Hon
250	
Eddie Meeds	Suz
Clark Wilson	Yam
250 BEG	
Kurt Kovacks	Yam
250 NOV	
John Layne	C-A
Gary Gonzales	Mai
OPEN NOV	
Glenn Gibbons	—
OPEN EX	
Brad Smith	—

MVMC Motocross
Sunnymead, Cal.
Jan. 4, 1976
By Gus

MINI BEG	
Chuck Greeson	Hon
MINI JR	
Tom Gilge	Yam
MINI INT	
Mike Shea	MMF
100 EX	
John Gless	Hon
125 BEG	
Doug Gormley	Yam
Tom Stivason	Suz
Bill Bryant	Yam
125 JR	
Don Davis	MMF
Craig Cormley	Yam
Steve Ackerson	Yam
125 INT	
Danny Burtt	Yam
Mike Dickherber	Suz
125 EX	
Rick Stout	Yam
Kevin Callaway	Yam
Steve Anderson	Yam
250 BEG	
Tim Young	Yam
Robert Formshell	Hon
Steve Geoge	Yam
250 JR	
Alex Wares	Yam
Randy Provost	Hus
Ken Shea	MMF
250 INT	
Greg Stone	Yam
John Ward	Mon
Corkey Stevens	Kaw
250 EX	
Keith Patten	MMF
Kelly Callaway	Yam
VETS	
Dale Borwn	CZ
Bill McGowen	CZ
Richard Richardson	Suz
500 BEG	
David Earnest	Yam
Russ Dugan	Hus
Keith Wisegarver	Suz
500 JR	
Keith Long	Hus
Bobby Long	Hus
Peter Bryk	Suz
500 SENIOR	
Ron Dugan	Hus

T.T. Scrambles
Elsinore, Cal.
Jan. 10, 1976
By Andi Gangewer

MINI BEG NOV	
Don Lopez	Yam
Darren Hulbert	Yam
Dennis Arnold	Hon
MINI AM/EX	
Benjie Meyer	Yam
Chris Cannon	Yam
Kirk Johnson	Yam
MINI NOV	
Kirk Johnson	Yam
Eugene Brown	Hon
Mike Word	Hon
100 COMB	
Vern Clark	—
Ron Wigginton	Hon
Bill Deane	Kaw
125 BEG	
Scott Pond	Suz
Rick Williams	Suz
Ed Gabler	Yam
125 NOV	
Jim Forehand	Hon
Jeff Eary	Yam
Mickey Lopez	—
250 BEG/NOV	
Lloyd Patzke	Yam
Michale Allen	Yam
Chris Choisser	Yam
OPEN NOV	
Pat Dobbins	Tri
Brian Ogden	—
Robert Corcoran	Yam
SPEC NOV	
Lloyd Patzke	Yam
Jeff Allison	Yam
Chris Choisser	Yam
125 AM/EX	
Duane Gallager	YZ
Steve Woskoski	Yam
Jim Speigle	YZ
250 AM	
Paul McPherson	—
Greg Zamora	Mai
Mitch Zehner	—
250 EX	
Greg Zehner	—
Charles Petty	Bul
Bob Eary	Yam
OPEN AM	
Larry Lambert	Yam
Larry Hedstrom	Yam
Mike Baeder	Yam
OPEN EX	
John Allison	Yam
Rod Sexton	Yam
Dick Lewis	Kaw
SPEC EX	
John Allison	Yam
Greg Zehner	Yam
Rod Sexton	Yam

AMC MX
Orange, Cal.
Jan. 11, 1976
By Danny Raymond

OPEN PRO	
Gary Ogden	Suz
Bob Elliott	Suz
Jon Derhammer	Mai
Jeff Foland	KTM
OPEN JR	
Ken Feulner	Mai
Jim Berry	Yam
OPEN INT	
Greg Smith	Mai
Rory Holladay	Mai
250 BEG	
Kevin McLaughlin	Yam
Bret Suttle	Hus
Philip Lucidi	Suz
OPEN BEG	
Jerry Evans	Yam
Doug Vanden Kock	Bul
OPEN ST	
Carl Gazafy	Hus
250 PRO	
Jeff Jennings	Suz
Bob Elliott	Suz
Marty Moates	Suz
Mark Tyer	Yam
250 SR	
Carl Gazafy	Hus
250 INT	
Thad Friday	Bul
Danny Jean	Yam
Hank Schmidt	Suz
250 JR	
Rick Taylor	Yam
Randy Hayes	Bul
Mike Sole	Kaw
125 PRO	
Jeff Jennings	Suz
Mark Tyer	Yam
Ron Turner	Suz
Broc Glover	Hon
125 INT	
Mike Raines	MM
Andy Northup	Hon
Ron Hiden	Hon
125 JR DIV I	
Neil Wofson	Hon
Joe Gregorio	Hon
Bill Olson	Hon
125 JR DIV II	
Stan Wain	Yam
Mark Lester	Hon
Danny Dial	Hon
125 BEG DIV I	
Toby Evens	Yam
Matt Tender	Pen
Rick Tarent	Hon
125 BEG DIV II	
Ladell Eide	Hon
David Smott	Hon
Robert Rogers	Car
100 EX	
Greg Toyama	FMF
Jim Gallagher	FMF
Tim Murphy	Hon
100 BEG	
Eric McWilliams	Suz
MINI INT	
Alan Frayier	Hon
Gary Tomlin	Hon
MINI JR	
Cary Faas	Hon
Mike Cady	Yam
MINI BEG	
Scot Brady	Yam
Mike Urgo	Hon
MINI EX	
Jeff Ward	Hon
Chris Heisser	Yam
Bryon Antomacci	Yam

B.O.S.S. CMC MX
Sacramento, Cal.
Dec. 28, 1975
By Sallee

MINI EX	
Jimmy Robertson	Yam
MINI NOV	
Loren Turner	Hon
Roy Horrell	Hon
Kirk Booth	Yam
100 NOV	
Dennis Stahl	Suz
Jeff Hammond	Suz
Kevin Droivold	Suz
125 EX	
John Dangberg	Hon
Ben Crocco	Hon
Danny Montgomery	C-A
125 INT	
James Hill	Hon
Scott Johnson	Hon
Phil Minahan	Yam
125 NOV DIV I	
Ron Horner	Hon
Steven Arena	Hon
Glen Woods	Yam
125 NOV DIV II	
Jay Schroeder	Hon
Steve Nick	Suz
Greg Boinin	Hon
125 NOV DIV III	
Kevin Ichimura	Yam
Mark Anderson	Hon
Jeff Welch	Hon
250 EX	
Floyd Davis	Suz
Kim Reeg	Bul
Mark Hilton	Suz
250 INT	
Brett Chapman	Bul
Eric Dutton	Pen
Kevin Booth	Pen
250 NOV	
Tony Tamagni	Mon
Mark Lewallen	Suz
Tony Corry, Jr.	Kaw
OPEN EX	
Pat Richter	CZ
Jeff Loff	Hus
Carlie Marshall	Bul
OPEN INT	
Wayne Johnson	Bul
Kevin Booth	Hus
Keith Triplett	Bul
OPEN NOV	
Nick Collin	Hus
Ken McFarland	Suz
Allen Sanchez	Hus
VET	
Jack Hampton	Mai
Bill Onga	Hus
Hans Martz	Hus
OLD TIMERS	
Frank Hicks	Suz
Gabby Gabbert	Suz
Cloyse Holland, Sr.	Hus

Wichita Sprockets MX
Wichita, Kansas
Dec. 14, 1975
By Georgia Kirschbaum

125 BEG	
Rathbun	Suz
Welles	Suz
Irick	Pen
Beyman	Yam
125 JR	
Russell	Yam
Gerrins	Hon
Rathbun	Suz
Moffett	Kaw
125 SR	
Beebe	Yam
Levalley	Mon
Kirschbaum	Hon
Crayton	Yam
250 JR	
Shepard	Suz
Meek	Bul
Helm	Hus
Kearns	Suz
250 SR	
Witt	Hon
Lee	Mai
Dorsey	Yam
Kuhn	Hon
OPEN JR	
Merland	Suz
Moon	Rok
OVER 35	
Prior	Mai
Hensley	Hus
Moon	Rok
Sawyer	Mai
MINI SR	
Haynes	Hon
Dorsey	Yam
Kurkiner	Hon
MINI JR	
B. Becker	Hon
C. Becker	Hon
England	Hon
Hillman	Hon
OPEN SR	
Bud Lee	Mai
Gary Witt	Hon
Bill Moyer	Mai
McGugan	Yam

W/ERA Road Race
Phoenix, Ariz.
Jan. 17-18, 1976

250 CAFE	
Ken Crist	Hon
410 CAFE	
Randy Gerber	Hon
Chuck Strohmenger	Yam
750 CAFE	
Randy Gerber	Hon
Wayne Lougee	Hon
OPEN CAFE	
Art Chambers	Ric
Roger Swim	H-D
410 PRODUCTION	
Chuck Strohmenger	Yam
M.W. Salvisbury	Yam
Bob Muenster	Yam
OPEN PROD	
Wayne Lougee	Hon
200 GP EX	
David Emde	Hod
200 GP AM	
Chuck Strohmenger	Yam
Dennis Owens	Yam
Dave Phelps	Yam
250 GP	
Mike Baeder	Yam
James Vialovos	Yam
Brian O'Neill	Yam
500 GP	
David Emde	Yam
OPEN GP	
Brian O'Neill	Hon
Wayne Lougee	Hon

CRC Motocross
Sunnymead, Cal.
Jan. 11, 1976
By Gus

MINI EX	
Dallas Rebello	Hon
Eric Collin	Yam
Tom Brunner	Hon
MINI NOV	
Joe Nist	Yam
Tony Barbacovi	Hon
MINI BEG	
Chris Harris	Yam
Chuck Gruson	Hon
Fred Torres	Hon
100 MINI	
Donald Draskovich	Hon
100 NOV	
Mike Auer	Suz
Joe McManus	Suz
Rich Maebe	Yam
100 BEG	
Dale Paul	Suz
125 EX	
Jeff Tomlin	Hon
Kevin Callaway	Yam
Albert Cancino	Hon
125 INT	
Rich Shroyer	Suz
Mike Dickherber	Suz
Danny McDougal	Yam
125 NOV	
Craig Gormley	Yam
Fred Knapp	Yam
Don Davis	Yam
125 BEG	
Doug Gormley	Yam
David Quesada	Suz
Bill Bryant	Suz
VETS	
William Saltzman	Hus
John Wilson	Yam
Bill Zepeda	Yam
250 EX	
Keith Patten	Yam
Ken Ehlers	Suz
Richard Braga	CZ
250 INT	
Greg Stone	Yam
Ron Tebbs	Yam
Tom Karos	CZ
250 NOV	
Bill Schneider	Bul
David Stephens	Hon
John L. Wilson	Yam
250 BEG	
Scott Allen	Suz
Craig Cortner	Oss
R. Fornschec	Hon
OPEN EX	
Steve Maruci	Mai
Noel Woolard	Suz
Mark Sullivan	Suz
OPEN INT	
Tony Pena	Yam
Jim Bell	Yam
David Aleman	Suz
OPEN NOV	
Jim Turner	Hus
Ron Wean	Suz
OPEN BEG	
Keith Wisegarver	Suz

Escape Country MX
Trabuco Cyn, Cal.
Jan. 11, 1976

SUPER MINI	
Aaron Beckner	Yam
Chip Manning	Yam
Danny Lane	Yam
John Potter	Yam
SUPER MINI BEG	
Russ Elliott	Yam
SUPER MINI NOV	
Michael Brindley	Hon
Doug Lange	Yam
Willy Zamora	Yam
SUPER MINI INT	
Mike Brown	Yam
SUPER MINI EX	
Eric Stone	MSC
POWDER PUFF	
Tracy Lauze	Hon
100 NOV	
Tim Willmeth	Hon
100 INT	
Bryn Jones	Hon
125	
Greg Wilcoxen	Suz
Mark Rennemann	Yam
Taylor Quintin	Hon
Roger Blum	Yam
125 BEG	
Richard Boiteau	—
Sam Alvarado	Hon
Ken Matsunaga	Hon
125 NOV	
Karl Smith	Hon
Don Huizing	Hon
Alan Tomota	Hon
125 INT	
Dave Dickenson	Hon
125 EX	
Rob Zamora	Hon
David Sobodos	Hon
250	
Steve Zamora	Yam
Michael Buttrey	Yam
250 BEG	
Ken Day	Suz
Tim Criswell	Suz
Glen Scrivens	Suz
250 NOV	
John Layne	C-A
Tom Burmeister	Yam
Bob Headley	Mai
250 INT	
Jim Carlino	Mai
Chris Fopiano	Yam
Mark Zeman	Mai
250 EX	
Mark Marinez	Mai
Larry McCarty	Bul
Lance Mason	Suz
OPEN	
Scott Beck	Yam
OPEN BEG	
Don Henderson	Kaw
OPEN NOV	
Dan Delehant	Hus
Glen Gibbons	Bul
OPEN INT	
Greg McDowell	Yam
OPEN EX	
Dave Foltz	Suz
Steve Chandler	Yam

D-36 Motocross
Sonoma, Cal.
Dec. 20, 1975
By W. H. Spencer

80 NOV	
Mike Webb	Hon
Darryl Anthony	Yam
Steve Lucero	Hon
80 JR	
Kent Woods	Pow
80 EX	
Rick Delong	Yam
Jim Grey	Hon
100 NOV	
Joey Schlag	Suz
100 EX/JR	
Ted Cabral	Suz
100 NOV	
Troy Werner	Suz
Don Garber	Hon
125 NOV DIV I	
Mike Bright	Yam
Jim Scott	Yam
Russ Daley	Yam
125 NOV DIV II	
Rick Shafer	Hon
Ron Sturgeon	Hon
Mark Wamfle	Yam
125 NOV DIV III	
David Woodall	Suz
Steve Vickers	Hon
Brian Thompson	Yam
125 NOV DIV IV	
Rich Tiago	Yam
Kevin Ross	Hon
Pat Lloyd	Hon
VETS	
Paul Bostrom	M-V
Jim Saitone	Bul
Al Baumann	Yam
OLD TIMERS	
Jack Lewis	Bul
Bill McClinton	CCM
125 JR	
Beto Rossi	Suz
Randy Okada	Hon
Kelly Hardman	Hon
125 EX	
Danny Chandler	KTM
Mike Preston	Nog
Glen Jennings	Hon
250 NOV DIV I	
Russ Carl	Suz
Jerry Edie	Yam
Mike Phillips	Yam
250 NOV DIV II	
Steve Benakovich	Hon
Bob Springman	Yam
Bob Heisler	Suz
250 NOV DIV III	
Mark King	Mon
Dennis Thompson	Mai
Karl Von Ubin	Hus
250 JR	
Beto Rossi	Hon
Brad Kotsaris	Suz
Bob Dunn	Suz
250 EX	
Dave Longcor	Bul
Bruce Hanlon	Bul
Kipp Classen	Mai
OPEN NOV I	
Dean Wiggins	Bul
Eric Holgerson	CZ
Steve Nielson	Kaw
OPEN NOV DIV II	
Bob Towery	Mai
Jim Harding	Yam
Alan Carriker	Yam
OPEN JR	
Mark Pearl	Mai
Shaun Scarlett	Mai
Pete Ford	BSA
OPEN EX	
Jim Turner	Suz
Dave Longcor	Bul
Dan Leet	Mai

D-36 Indoor ST
Santa Rosa, Cal.
Jan. 2, 1976
By W.H. Spencer

80-100 NOV/JR	
Gregg Miller	
Ron Hammerich	
Cole Hudson	
80-100 EX	
Ted Cabral	Suz
Howie Ross	Yam
100 NOV	
Mike Hammerich	Yam
Mike Currier	Yam
Tom Wagner	Yam
125 NOV	
Jim Patterson	Yam
Rich Estrada	Yam
Brad Spencer	Yam
200 NOV	
Ross Carter	Bul
Jim Patterson	Yam
Rick Lovitt	Bul
250 NOV	
Keith Pechar	Bul
Russ Paden	Bul
Tom Henry	Bul
250 JR	
Eddie Lopus	—
Jim Jepsen	—
Mark Dever	Bul
250 EX	
Mike Faria	Yam
Howard Moore	Bul
Brian Pecor	Yam
360 NOV	
Chuck Gondala	Yam
Leonard Hale	—
Tom Hannon	Yam
360 JR	
Jerry Kennedy	Yam
Dennis Kritzer	Hon
Gary Cox	—
360 EX	
Jim Mertens	Yam
Manuel Crummett	Bul
Geoff Lowe	Hon

D-36 Scrambles
Oakdale, Cal.
Jan. 4, 1976
By Ann Carr

MINIS	
OPEN EX	
Jim Cunningham	Yam
Jeff Mason	Suz
OPEN JR	
Todd Marhsall	Yam
Mark Silvas	Suz
OPEN NOV	
Danny Ham	Suz
Randy Camp	Suz
80 EX	
Jeff Mason	Hon
Kurt Strait	Hon
Chris Carr	Yam
80 JR	
Greg Brewer	Yam
Mike Wilson	Yam
80 NOV	
Roger Newman	Chap
Scott Nugent	Hon
60 JR	
Todd Marshall	Yam
60 NOV	
Dan Downey	Yam
Gary Coit	Yam
PEE WEE	
Todd Coca	Ind
MAXIS	
100 NOV	
Mark Howard	Suz
Doug Carlton	Yam

TROPHY PICKUP

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125 NOV	
Dan Rose	Suz
Randy Loewen	Yam
Randy Bradshaw	Yam
125 JR	
Roger Harrill	Hon
Rolf Greenhill	Suz
125 EX	
Ted Davidson	Yam
Mitch Davidson	Yam
175 NOV	
Doug Carlton	Yam
George Soares	Yam
250 NOV	
Steve Stavrakakis	Yam
Richard Pappas	Yam
250 JR	
Ben Zakarian	Kaw
Raivo Trubok	Hon
250 EX	
Benny King	Yam
Kim Jorgensen	C-A
Ain McGehee	Bul
OPEN NOV	
Jeff Thompson	Yam
Denny Nugent	Suz
OPEN JR	
Gary Hopper	Yam
Terry Miller	Suz
OPEN EX	
Ted Davidson	Yam
Steve Parker	Mai
Don Taylor	Yam

Mosier Valley MX
Arlington, TX.
Dec. 21, 1975
By D. H. Nielsen

JR MINIBIKE	
Tim Butler	Yam
Chris Minor	Hon
Alex Hoover	Yam
Ronnie Elmer	Yam
SR MINIBIKE	
Derek Wedding	Yam
Darin Eames	Yam
Tony Nielsen	Hon
Mike Stnaley	Hon
OVER 30	
Tom Hollister	Yam
Vic Doyle	Yam
Craig Carlisle	KTM
L. D. Riddle	Hus
Jim Edwards	Yam
100 NOV	
Marvin Saunders	Suz
Guy Allen	Suz
Eddy Pate	Yam
Danny Heard	Suz
125 NOV DIV I	
Robbie Pannell	Bul
Terry Maddalozzo	Yam
Ken Walden	Suz
Russ Hobbs	Yam
125 NOV DIV II	
Bobby Elliott	Yam
David Flores	Yam
Kirk Spencer	Yam
Martin Talbot	Hon
125 INT	
Cole Knight	Yam
Johnny Saudners	Yam
Mike Brownlee	Yam
Curt Land	Yam
125 EX	
Ricky Kidd	Hus
Eddie Roberts	Yam
Rick Riccardi	Yam
Doug Cook	Yam
250 NOV	
Dan Sichrovsky	Bul
Kent Jones	Bul
Ty Thomas	Yam
John Wentworth	Mai
250 INT	
Clifford Smith	Suz
David Stastny	Hus
Rnayd Marshall	Suz
Dana Wright	Bul
250 EX	
Bobby Pickard	Pos
Mike Jones	Kaw
Jeff Kring	Yam
Barry Callaway	Suz
OPEN INT	
Randy Owens	Suz
Randy Jones	Bul
Richard Davis	Hus
Craig Carlisle	KTM
OPEN EX	
Ricky Kidd	Hus
Bobby Pickard	Pen
Randall Tarter	Bul
Tim Riddle	Hus

Rough Scrambles
Chico, Cal.
Dec. 28, 1975

LADIES RACE	
Pat Upton	Yam
Cheryl Heath	Yam
80 MINI NOV	
Jimmy Souza	Yam
Tom Dempsey	Yam
Bobby Thomas	Yam
Ist OVERALL JR	
Jeff Fuller	Yam
100 MINI	
Ken Wolcott	Suz
100 NOV	
Scott Phillips	Suz
125 NOV	
Rick Lederer	Hon
Dave Evers	Yam
Mike Padgett	Hon
125 JR	
Tom Odekirk	Yam
250 NOV	
Jack Jackson	Kaw
Kevin Green	Coo
Tony Zoppi	Bul
250 JR	
Allen Shackleford	Mai
Alvin Jenkins	Oss
360 NOV	
John Sudberry	Yam
Dave Ryan	Yam
Alan Jones	Bul
OPEN NOV	
Jack Jackson	Kaw
Larry Chase	Yam
OPEN JR	
Rich Hammersmith	Mai

B.O.S.S. CMC MX
Dixon, Cal.
Jan. 4, 1976
By Sallee Hilton

MINI EX	
Tim Gray	Hon
MINI NOV	
Parry Anthony	Yam
Tom Dempsey	Yam
Steven Woodall	Yam
OLD TIMERS INT	
Bill Verbiscio	Yam
Chuck Lannlund	C-A
Arney Anthony	Yam
OLD TIMERS NOV	
Gene Higgenbotham	Mai
Elmer Kraus	Hon
Chris Wolfe	Hus
VETERANS INT	
Jerry Jackson	Mai
Jim Saitone	Bul
Richard Lear	Yam
VET NOV	
Bob Phinney	Yam
Hans Martz	Hus
Bob Mars	Suz
100 NOV	
Scott Phillips	Suz
Dave Ramierez	Suz
John Rabideau	Yam
POWDER PUFF	
Sue Wood	Yam
Christine Smith	Yam
125 EX	
Don Cantaloupi	C-A
Mike Preston	Nog
Chalma Roberts	Hon
125 INT	
Don Ferraro	Hon
Paul Rusin	Yam
Tim Welch	Hon
125 NOV DIV I	
Dale Pirlo	Suz
Rick Tiago	Yam
Raymond Spore	Yam
125 NOV DIV II	
Tim Dempsey	Yam
Mark Ferguson	Hon
Kenny Kudrna	Suz
125 NOV DIV III	
Harry Elkins	Yam
Joe Cleveland	Yam
Jay Cook	Suz
250 EX	
Don Cantaloupi	Nog
Mark Hilton	Suz
Cloyse Holland, Jr.	Hus
250 INT	
William Ortner	Bul
Roger Eiberger	Hus
Phil Minahan	
250 NOV DIV I	Hus
Mark Lewallen	Kaw
Dennis Teicheira	Yam
Curt Pflaumer	Suz
250 NOV DIV II	
Eric Garretsen	Yam
Mike Picetii	Suz
Jim Dana	Kaw
OPEN EX	
Pat Richter	CZ
Dick Mann	BSA
Todd McIntosh	Yam
OPEN INT	
Dean Wiggins	Bul
Randy Cox	Bul
Kevin Morrison	Suz
OPEN NOV	
Dean Wiggins	Bul
John Thompson	Bul
Don Testhaur	Hus

MVMC Motocross
Sunnmead, Cal.
Jan. 3, 1976
By Gus

250 BEG	
Dave White	Suz
David Knapik	Hon
Chuck Riddle	Yam
250 JR	
Rory Airheart	CZ
Jack Murchall	Yam
250 INT	
Jay East	Suz
500 INT	
Mike West	Hus
Dale Aleman	Suz
125 JR	
Mike Roach	Suz
Scott Sheedy	Hon
Steve Johnstone	Yam
125 BEG	
Clyde Wilson, Jr.	Yam
Billy Johnson	C-A
Don Underbrink	Suz
WOMENS DIV	
Cathy Riddle	Yam
100 JR	
Rich Maebe	Yam
Walter Thompson	Yam
MINI BEG	
Scott Anderson	Hon
Dennis Shaffer	Hon

Cal. Racing Club
Sunnymead, Cal.
Jan. 11, 1976
By Mad Mary

MINI BEG	
Chris Harris	
Chuck Gruson	
Frank Torres	
MINI NOV	
Joe Nist	
Tony Barbacovi	
MINI EX	
Dallas Rebello	
ERick Collins	
Tom Branner	
100 MINI	
Donald Draskovich	
100 BEG	
Dale Paul	
100 NOV	
Mike Auer	
Joe McManus	
Rich Maebe	
125 BEG	
Doug Gormley	
David Quesada	
Bill Bryant	
125 INT	
Rich Shroyer	
Mike Dickherber	
Danny McDougal	
125 NOV	
Craig Gormley	
Fred Knapp	
Don Davis	
250 BEG	
Scott Allen	
Craig Corner	
R. Fornshell	
250 NOV	
Bill Schneider	
David Stephens	
John L. Wilson	
250 INT	
Greg Stone	
Ron Tebbs	
Tom Karos	
OPEN BEG	
Keith Wisengarver	
OPEN NOV	
Jim Turner	
Ron Wean	
VETS	
William Saltzman	
John L. Wilson	
Bill Zepede	
OPEN INT	
Tony Pena	
Jim Bell	
David Aleman	
125 EX	
Jeff Tomlin	
Kevin Callaway	
Albert Cancino	
250 EX	
Keith Patten	
Ken Ehlers	
Richard Braga	
OPEN EX	
Steve Marusic	
Noel Woolard	
Mark Sullivan	

Las Vegas MX
Las Vegas, Nev.
Jan. 4, 1976

MINI BEG	
Monte Secrest	Yam
Darren Scott	—
David Hiett	YZ
Rip Floyd	XR
MINI NOV	
Scott Robertson	YZ
Patrick Shields	Hon
Steve Rebeil	Yam
Steve Perry	Hon
MINI EX	
Paul Emerson	Ste
Kevin Steel	Ste
Ty Bothwell	YZ
Joey Dee	Yam
MINI AM	
Scott Underwood	YZ
Rick Herbert	YZ
Joe Aguiliera	YZ
Lance Williams	YZ
100 EX	
Casey Underwood	PDR
Paul Emerson	Hod
Keith Watson	Yam
Jay Thom	Yam
100 AM	
Brad Hilton	Hod
Jim Kosmides	Hon
Jay Brown	Suz
Steve Fredericks	Mon
100 NOV	
Doug Williams	RM
Mike Newell	Yam
Curtis Walker, Jr.	Hon
Brendan Lee	Suz
125 NOV	
Kirk Cannon	Hon
Virgil O'Neal, Jr.	Hon
Dave Sullins	Suz
Robert Kitchell	Hon
125 EX	
Lenny Giger	Hon
Tim Bowman	RM
Mike Hines	FMF
Glen Munyam	D&G
125 AM	
Ken Kersey	Hon
David Thomsen	Hon
Ken Hedden	EMH
Tom Bzoskie	Mon
OVER 30-40	
Erwin Golden	Suz
John Van Hoove	CZ
Bob Johns	Hus
Ken Steele	Yam
250 EX	
Kenny Krumme	Yam
Manuel Diaz	Suz
Billy Oerding	Suz
250 AM	
Mark Hitechew	Bul
Kelly Downing	Suz
John Giacoletti	Hus
Mike Brown	CZ
250 NOV	
John Van Hoove, Jr.	Bul
Kent Farmer	Yam
Karl Butler	Mon
Brian Mallory	Suz
250 BEG	
Robert Jones	Yam
Mike Jones	Hus
Curtis Walker, Sr.	Hon
500 EX	
Tim Sparks	Mai
Kenny Krumme	Mon
Sid Tarbett	Hus
Randy Finch	CZ
500 NOV	
Mike Mayse	Yam
Bret Proctor	Mon
Jon Ogren	Bul

RESULTS

Saddleback CMC
Orange, Cal.
Jan. 18, 1976
By Joel Jamieson

MINI EX	
Gary Tomlin	Hon
Bryan Jordan	FMF
John McKelvey	MM
MINI JR	
Ted Noas	Yam
Richard O'Brien	Yam
Alan Frazier	Hon
100 JR	
Russ Eide	Hon
Allen Fox	Suz
Quinton Taylor	Hon
500 INT	
Steve Stasiefski	Mai
Hank Schmidt	Suz
David Moss	Suz
500 JR	
Curt Arnsaiger	Mai
Ken Feulner	Mai
Jim Barry	Yam
250 INT	
Thad Friday	Bul
Rick Rasmusson	Hus
Alex Collins	Suz
250 JR	
Tony Shculer	Yam
Bill Schmeltz	C-A
Chris Shaw	Hus

AMC MX
Carlsbad, Cal.
Jan. 4, 1976
By Mike Yada

250 PRO	
Chuck Rouse	Hus
Steve Montague	Mai
John Hildreth	Yam
250 INT	
John Curtis	Kaw
Jim Logsdon	CZ
Kory Andrew	Yam
250 JR	
Mike Sole	Kaw
Dennis Stevens	Hus
Guy Ward	CZ
250 BEG	
Dempsey Stocker II	Suz
Kevin McLaughlin	Yam
Dan Wright	Hus
500 PRO	
Craig Adams	Hus
Jack Hazard	Suz
Allen Hunter	CZ
500 INT	
Sandy Pulford	CZ
Gary Harris	Hus
Robert Berdyck	CZ
500 JR	
Jim Berry	Yam
Mark Dambkowski	CZ
Paul Nachant	Hus
500 BEG	
Jerry Evans	Yam
125 PRO	
Gerald Stewart	Yam
Dana Nelson	Yam
125 INT	
Eddy Kubota	Suz
Mike Monaghan	Yam
Michael Langegent	Yam
125 JR	
Randy Carter	Kaw
Steve Carson	Hon
Chuck Parme	Suz
125 BEG	
Mark Ebert	Hon
Kyle Jacobson	Suz
Toby Evans	Yam
100 EX	
Jeff Ward	Hon
Bryon Antonacci	Hon
Dan Trant	Hon
MINI BEG	
Mike Fuelner	Hon
Chris L. Allier	Yam
MINI JR	
Mike Toycen	Yam
Kenny Campbell	Yam
MINI INT	
Phil Wilkins	Yam
Alan Frzier	Hon

O.T.H.G. AME MX
Valencia, Cal.
Jan. 11, 1976
By Leroy McAdam

EXPERT	
Larry Shoemaker	Yam
Absurb Al Olson	Mai
Jungle Joe Brown	Suz
AM	
Jerry Warner	Yam
Limp L. Josselyn	Hon
Honkey H. Townsend	Yam
INT	
Diaper Dan Coffman	Yam
Petrified P. Sasala	Bul
Chunky C. Ramsey	C-A
NOVICE	
Baboon Bob Connell	C-Z
Rickety R. Picton	Hus
Rotten R. Hallmark	Suz
BEGINNER	
Rocket Rod Truman	—
Toilet Tom Burnes	Yam
Bang Bang Ingram	Yam

D-38 Desert Race
Dirt Riders Unlimited
Coyote Wells, Cal.
Jan. 11, 1976
By James Brammer

OVERALL	
Mike Stearn	Suz
OPEN EX	
Rolf Tibblin	Hus
Johnny McDaniels	Yam
Dane Wagner	Suz
250 EX	
Mike Stearn	Suz
Rick Finger	Hus
Ron Florence	Yam
125 EX	
Bill Halbert	Hus
Jack Hettinger	Yam
Bill Wehrung	Hus
OPEN AM	
Mike Dilz	Hus
Joe Finger	Hus
G. Davis	Yam
250 AM	
D. Stevens	Hus
Larry Hastin	Hus
R. Taylor	Suz
125 AM	
Steve Reynolds	Yam
Robert Bealo	Yam
Edward Lynch	Hon
OPEN NOV	
Mike Assof	Yam
Robert Chambers	Hon
D. Peters	Hus
250 NOV	
Bobby Calloway	Yam
K. Kontilis	Hus
Jim Poole	Bul
125 NOV	
R. Lassranchi	Yam
Philip Finch	Yam
Scott Douglas	Yam
POWDER PUFF	
Pamela Hastin	Hus

Rio Bravo MX
Houston, Tex.
Jan. 4, 1976
By Mark Knowles

MINI UNDER 12
Mike Dickey
Larry Rawlinson
Von Thomas
Timmy Justice
MINI OVER 12
Kevin Jones
Guy Welch
Steve Richey
Mike Dickey
OVER 30
Bill Law
Bob Merritt
Lawrence Lucia
Wayne Beaty
100 AM
David Lichenstein
Unavailable
Stuart Wilson
Todd Gordova
125 AM A
Randy Divin
Paul Demetioun
Mike Holdsworth
Butch Woole
125 AM B
Darrel Mahalec
Unavailable
Steve Woffrod
Robert Tuffell
125 INT
Randy Adams
Perry Rawlinson
Scott Stephens
Soctt Smith
125 EX
Glen Johnson
Dave Martin
Terry Strother
King Tieken
250 AM
James LaBarba
Richard Lenoard
Jay LeBlanc
Larry Tallas
250 EX
Randy Choate
Bo Koch
Steve Schramm
Bill Green
OPEN AM
Jimmy Ingram
Bill Law
Pat McPherson
Steve Choate
OPEN EX
Bill Green
Steve Schramm
Ronnie Hohle
Daniel Ham

SRAC Motocross
Aztec Raceway
Colorado Springs, Colo.
Dec. 21, 1975
By Action OZ

MINI NOV
Gary Geist
David Baird
MINI B
Dan Walker
Kelly Larkin
Hoff Author
125 NOV
Duane Krueger
Mike Surratt
Cory Nevers
Mike Pelt
125 B
Jay Berger
Bo Schultz
Nick Baird
Willy Krueger
250 NOV
Jeff George
Spencer Rubey
Brent Bean
Larry Agnew
250 B
Steve Beekert
Scott Myers
Chip Bryan
David Calloway
OPEN B
Wayne York
Glenn Cox
Jeff York
125 A
Stacy Smith
Morrill Griffith
Ed Overton
250 A
Jack Todd
Robert Barlow
Jim Morning
OPEN A
Charles Geist
Bob Hargrove
Shane Cannon
Gary Buckley

Indian Territory Raceway
Prague, Okla.
Jan. 4, 1976
By R.W. Jones

MINI
Craig Cook
Marc Loy
100
Scott Cook
Odus Hill
Ronnie Ainsworth
125 NOV
Scott Loy
James Lambert
Kelly King
Sissy Hill
250 NOV
James Maxwell
Rex Harrison
500 NOV
Jim Hill
Ronnie Ainsworth
Rick Gouker
Chuck Foster
125 AM
Butch Grider
Steve Cook
Rowdy Baxter
250 AM
Ty Bowers
Pat Joynson
Mike Smith
Steve Clark
500 AM
Dennis Evans
David Harris
Pete Doonkeen
Larry Snow
POT RACE
Darrell Fowler
Drew Clark
Neal Beaudine
Jim Thomas

D-37 Desert Club Point Standings Seniors 1975

1. Desert	13840
2. Invaders	11790
3. 100's	9970
4. San Gabriel Val.	9450
5. So. Cal.	9450
6. Sled Riders	9010
7. Desert Donkeys	7060
8. Checkers	7050
9. Desert Barons	6980
10. Rovers	6500
11. Masterlinks	5475
12. Simi Valley	5390
13. Prospectors	5385
14. Four Aces	4665
15. Desert Foxes	4420
16. Huntington Bch.	4315
17. San Bernardino	4220
18. Maywood	4215
19. Spoke Benders	3725
20. Vikings	3515
21. Dust Makers	3110
22. Pack Rats	2935
23. Stumpjumpers	2745
24. Rams	2540
25. Lost Coyotes	2530
26. Dirt Flyers	2495
27. Desert Knights	2340
28. Antelope Rambler	1910
29. CRC	1865
30. Buzzards	1840
31. Shamrocks	1420
32. Desert Zebras	1360
33. Prairie Dogs	1195
34. Red Dots	1190
35. Badgers	1045
36. Old Timers MX	1040
37. Dusters	865
38. Desert Squirrels	830
39. East West	690
40. Capistrano Val	665
41. Desert Vipers	580
42. Orange Cty.	330
43. Hi-Siders	290
44. Dust Devils	165
45. Soboba	155
46. Barbarians	150
47. Viewfinders	145

D-37 Enduro Club Point Standings 1975
By Nate Sciacqua

1. Chaparrals	6266
2. Checkpoints	2476
3. U.E.Z.	2225
4. Double Crossers	1350
5. Shamrocks	1199
6. C.E.A.	1037
7. Prospectors	954
8. O.C.M.C.	729
9. Dirt Diggers	584
10. Pasadena	439
11. Desert	272
12. Conejo Trail	203
13. S.G.V.M.C.	195
14. Jackrabbits	175
15. P.V.D.R.	80
16. Santa Barbara	18

D-37 Desert Lightweight Seniors

1. Rod Lundstrom	3640
2. Harry Cantrall	3110
3. Fred Hawkins	2640
4. Norm Modesett	2540
5. Bob Terrazas	2340
6. Jack Henry	1330
7. Johnny Fry	1040
8. Jim Honeter	900
9. Eugene Luce	820
10. Don Osborne	770
11. Joe Burlingame	740
12. James Sers	600
13. Kenny Markham	570
14. Fred Jordan	420
15. Bob Shaw	390
16. C.W. Weis	390
17. Marvin LeBalanc	260
18. Roy Barnett	260
19. Charlie Gates, Sr.	200
20. Bill Miller	190
21. C.V. Greene	160
22. Robert Georgi	140
23. George Grover	140
24. Warren Hewitt	140
25. John McCown	120
26. Bob Tartter	120
27. Robert Shook	100
28. Bob Hayes	100

D-37 Desert Heavy Weight Seniors 1975

1. Ramon Lowe	3970
2. Tom Widick	3700
3. Jerry Herren, Sr.	3270
4. Daniel Kline	3190
5. Chuck Alexander	3020
6. John McCown	2980
7. Jerry Carson	2680
8. Dick Camp	2680
9. Greg Symonds	2560
10. Laverne Darland	2530
11. Tom Zarp	2360
12. Dick Graham	2340
13. Steve Pyle	2340
14. Jim Wells	2330
15. Lee Elias	2190
16. Suzuki "Art"	2180
17. Irvin Sinclair	2085
18. Ross Massey	2770
19. Norm Stuart	1910
20. Keith Brown	1810
21. Bill Stewart	1720
22. Jim Dod	1590
23. R. D. Webb	1545
24. Howard Hatfield	1445
25. L. Patterson	1420
26. Jim Collister	1380
27. Ron Hubbard	1280
28. Chuck Goodban	1255
29. Allen Johnson	1230
30. L.W. Fennell	1230
31. Jim Payton, Sr.	1195
32. Wiley Vaughn	1160
33. Jerry Standefer	1160
34. R. O. Ellmore	1120
35. Harold King	1080
36. C. Hermanson	1065
37. Jack Myrick	1050
38. Doug Douglas	1050
39. Bill Ogden	1045
40. Jim Williamson	1045
41. Robert Jackson	1040
42. Lynn Tanner	875
43. Mike Hinshaw	860
44. Richard Burley	830
45. John Hagey	805
46. Kernie Armstrong	760
47. Oren Beck	665
48. Alyn Beckstead	665
49. Robert Seccombe	650
50. Lyle Parlmer	580
51. Robert Stotts	560
52. Bud Goosen	530
53. Fred Kieesling	520
54. Howard Markham	505
55. Thomas Brummitt	495
56. William Roach	490
57. Bill Zoller	440
58. Wallace Moore	430
59. Ray Bierman	430
60. Dick King	430
61. Jim White	410
62. Bruce Lewellyn	400
63. William Novak	395
64. Wayne Lumbattis	380
65. Ed Williamson	380
66. Bill Biscoe	350
67. Don Willey	325
68. John Stewart	315
69. Arnie Adkison	290
70. Detmar A. Duncan	290

D -37 Desert Leightweight Senior Point Standings 1975

1. Albert Drake	3490
2. George Walker	3120
3. Wendell Park, Sr.	3040
4. Don Willey	2360
5. Earl Carpenter	2355
6. Bob McGlaughlin	2280
7. Edward Phelan	1985
8. Bill Miller	1900
9. Calvin Sukut	1660
10. F.G. Patterson	1630
11. Gary Griffin	1440
12. Kenny Mardham	1310
13. Lynn Wineland	1040
14. K.J. Campbell	1035
15. John Armstrong	980
16. Floyd Prater	860
17. Samuel Gazan	825
18. Robert Shook	780
19. Don Oglive	730
20. Philip Hendry	715
21. Bill Steart	700
22. James Gettis	680
23. Walt Podolece	530
24. John Bollinger	510
25. Pat Rice	505
26. Robert Matthews	480
27. James Passard	465
28. Gilbert Pagan	455
29. Richard Lyons	440
30. Francis Christensen	440
31. Joe Rose	420
32. Jack Froelich	400
33. Don Gowing	400
34. Jack Cartwright	370
35. Chuck Woody	340
36. Michael O'Connell	315
37. James Sers	300
38. James F. Freeman	220
39. David Sitton, Sr.	210
40. Jim Honeter	200
41. Willy Tayler	160
42. E.A. Scott	160
43. Rex Hopkins	150
44. George Lanyon	140
45. Tom Schell, Sr.	140
46. Bill Zarmba	130
47. Clarence Kieffer	125
48. George Aldelman	125
49. Marvin Kunkel	110
50. Joseph Glass	110

S.R.A.C. Scrambles Point Standings 1975

1. Bruce Jenson	807
2. David Romero	694
3. James Nunn	605
4. Lynn Diller	541
5. Don Palmgren	529
6. Mark Gibson	519
7. Jim Horton	514
8. Bob Conway	461
9. Mark Blair	410
10. Gary Chase	404
11. Gary Ripley	348
12. Barry Messenger	336
13. Merlyn Plumlee	328
14. Layne Wright	311
15. Bob Gripe	305
16. Rick Opperman	295
17. Mike Davidson	282
18. Mike Farmer	253
19. Bob Rutterford	243
20. Chris Reichardt	243

1976 D-38 Pt. Standings 200 & Powder Puff

1. Lynn Brown	1305
2. Rick Finger	1195
3. Gary Cogbill	1100
4. Daniel Dibb	885
5. Andy Marcum	875
6. Bill Halbert	862
7. Bob Niles	861
8. Joe Lane	850
9. Boyd Taylor	776
10. Herschel Nave	720
11. Paul Eddy	714
12. Ric Secor	703
13. Romi Taylor	647
14. Jim Richards	565
15. Ron Florence	491
16. Mark Barber	470
17. Mark Adamek	460
18. Daniel Camp	450
19. Larry Hastin	443
20. Steve Prinke	431
21. Jim Halbert	365
22. Gary Peacock	365
23. Arnold Gruner	325
24. James Evans	325
25. John Barnhill	301
26. Don Cavins	299
27. John Bilkey	286
28. Erick Esswein	280
29. Dean Tilton	175
30. Ross Tilton	260
31. Terry Brown	256
32. Leland Clement	251
33. Dean Pulliam	245
34. Patrick Lowrie	245
35. Kevin Florence	237
36. Paul Farrington	231
37. Steve Pollock	221
38. Rich Rogers	220
39. Phil Palmer	219
40. Douglas Nelson	210
41. Dave Voigt	202
42. David Grinstein	194
43. Chuck Humphrey	190
44. Douglas Tefft	187
45. Bob McCallister	185
46. Mark Ballard	178
47. Gary Check	170
48. Stan McDowell	168
49. Larry Lowrie	167
50. Bryon Connolly	151
51. Rick Lee	150
52. Gene Parli	146
53. Roy Stiles	145
54. Jim Pool	145
55. Bobby Galloway	141
56. Wayne Rock	139
57. Rex Hastin	135
58. Jim Crabtree	130
59. Mike Kellems	128
60. Howard Henderson	125
61. Keith Hodge	121
62. Jeff Roberts	120
63. Jim Brown	120
64. Robert Millikan	115
65. Robert Morris	103
66. Lyle Smith	100
67. Jerry Helms	100
68. Jim Bogue	94
69. Adam Padilla	90
70. Terry Walsh	90
71. Ron Hillberg	87
72. Jim Green	80
73. Kirk Kontilis	80
74. Don Brown	80
75. Robert Thomas	77
76. Bill Hauge	77
77. Randy Kindig	71
78. Thomas Fenney, Jr.	71
79. Tim Bird	69
80. Randy Foster	69
81. Jerry Judd	68
82. Jomer Martin	67
83. Jerry Stone	66
84. Paul Donohoe	65
85. Mike Rose	63
86. Gary Anthony	62
87. Billie Howell	62
88. Craig Magill	60
89. Don Sorenson	59
90. Rick Ahrens	58
91. Harold Soens	58
92. Frederick Brunn	57
93. Walter Chapman	57
94. Mike Camacho	55
95. David Robinson	50
96. Clay Setzer	50
97. Robert Bell	42
98. Kenneth Smithy	42
99. Chick Dimond	40
100. Lon Clement	40
POWDER PUFF	
1. Yvonne Moreno	540
2. Sandra Anthony	202
3. Charlotte Hastin	162
4. Pamela Hastin	135
5. Carolyn Mitchell	90
6. Julie Ford	76
7. Lynn Moore	51
8. Darlene Brewer	50
9. Carol Gooding	42
10. Michele Hildebrand	30
11. Holly Henderson	15

AME Motocross Point Standings 1975

MINIS	
1. Steven Schmitz	512
2. Scott Boek	322
3. Mike Nance	315
4. Todd Hubert	200
5. Jim Holley	189
6. A. J. Whiting	149½
7. Scott Grose	139
8. Jim Cote	132
9. Benny Parks	130½
10. Joe Buckner	114
POWDER PUFF	
1. Rox Ann Dougherty	316
2. Carmen Reichenberg	140
3. Eileen Alba	93
4. Kim Lavigne	88
5. Lynn Musgrove	88
6. Rhe Glielmi	87
7. Denise Beardshear	68
8. Penny Miller	57
9. Denise Duncan	57
10. Priscilla Brugess	45
OLD TIMERS	
1. Keith Phillips	207
2. Gene Moffett	192
3. Dick McDonald	106
4. Joe Brown	102
5. Phil Komenchuck	99½
6. Wes Sharp	98
7. Barrie Hansen	87½
9. John Tartaglia	87
10. Gary Cole	75½
100 JR	
1. Steve Jones	155½
2. John Whelchel	118
3. Marty Desbrow	116
4. Mike Gosselaar	111
5. Jeff Kirby	103
6. Jim Cote	83
7. Tom Harper	69
8. J.C. Lopez	67
9. Todd Whitaker	58½
10. Bob Dixon	57
100 INT	
1. John whelchel	207
2. Fred Perry	67½
3. James Kringlen	67
4. Rick Davis	62
5. Mike Harnacker	60
6. George Galindo	50½
7. Marty Desbrow	37½
8. Kent Bernstein	36
9. Jim Cote	30
10. John O'Mara	30
100 EX	
1. Tommy Luera	195
2. Tom Harper	51
3. William Taylor	27
4. Craig Penrod	18
5. Mike Brown	15
6. Jim Dodge	15
7. Kevin Frazier	15
8. Rick Park	12
9. Dana Warner	8
10. Rick Davis	7½
125 JR	
1. Robert Peeples	102
2. Tim Locey	98½
3. Jon Williams	98
4. Bob Ramsey	96½
5. Marty Desbrow	95
6. Rick Cavish	92
7. Starr Thompson	80
8. Greg Torgerson	78½
9. Randy Gauvin	78
10. Arnold Comproni	76
125 INT	
1. Bob Ramsey	149½
2. Tim Locey	145
3. Jerry Shore	135½
4. Mike Lewis	93
5. Mark Hendrix	89½
6. Bobby Burns	86¾
7. John Caper	84½
8. Craig Cole	71
9. Mark Rickey	71
10. Bob Shimp	68½
125 PRO	
1. Jim Hale	332½
2. Mike Phillar	262½
3. Gary Huber	218
4. Bobby Jones	146
5. Andy Jannings	138
6. Rob Rollins	75
7. Jeff Blix	74
8. Nick Hale	67
9. Chuck Lunde	67
10. Bill Wall	66
250 JR	
1. Chris Smith	102½
2. John Marsh	94½
3. Joel Harriott	85
4. Mike Cook	82
5. Bob Turney	76
6. Mike Harnakcer	74
8. Ross Johnson	72
9. Mike Brazeal	71
10. Don Sharp	70
250 INT	
1. Jerry Coffey	152
2. Jeff Drummen	109½
3. Chris Mallory	85½
4. Bruce Berger	80
5. Doug Renno	77
6. Chris Smith	74
7. Ron Hornaday	72
8. Bob Ridgeway	68
9. Criag Osborn	67½
10. Daniel Wade	63
250 PRO	
1. Wil Harper	388½
2. Don Hansen	333
3. Joe Root	196½
4. Ken Zahrt	171½
5. Eddie Cole	140
6. Mike Jenkinson	134
7. Fred Hoblit	110
8. Jeff Wright	107
9. Dave Zahrt	99
10. Bryar Holcomb	85
500 JR	
1. Rozz Reed	130
2. Eric Wachter	78
3. Steve Stasiefski	77½
4. Bob Mills	72
5. Bill Andrews	65
6. Jeff Graham	63
7. Gary Scardina	61
8. Don Dixon	57
9. Dave McClelland	48
10. Steve Kelso	45½
500 INT	
1. Rozz Reed	108
2. Don Dixon	94
3. Noel Woolard	71
4. Ron Cole	69
5. Craig Robertson	65
6. Dwight Strayer	62½
7. Mark Manley	61
8. Skeet Wyman	55
9. Mike Hendrix	52
10. Joe Suebert	50
500 PRO	
1. Dave Haugh	424
2. Tom Claire	232
3. Randy Stubbs	206½
4. Randy Berkeley	175
5. Kenny Zahrt	96
6. Joe Suebert	89
7. Don Hansen	82½
8. Ron Haase	78
9. Russ McAfee	77½
10. Bryar Holcomb	77
SHOPS	
1. Cole Bros	1870½
2. Cal. Moto Sports	1720
3. C & H Industries	1129
4. NBR Eng.	986
5. Mid-Valley	784
OVER-ALL SPORTSMAN	
125	
1. Bob Ramsey	245
250	
1. Jerry Coffey	192
500	
1. Rozz Reed	238
100	
1. John Whelchel	325
OVERALL PT. WINNER	
Steve Schmitz	512

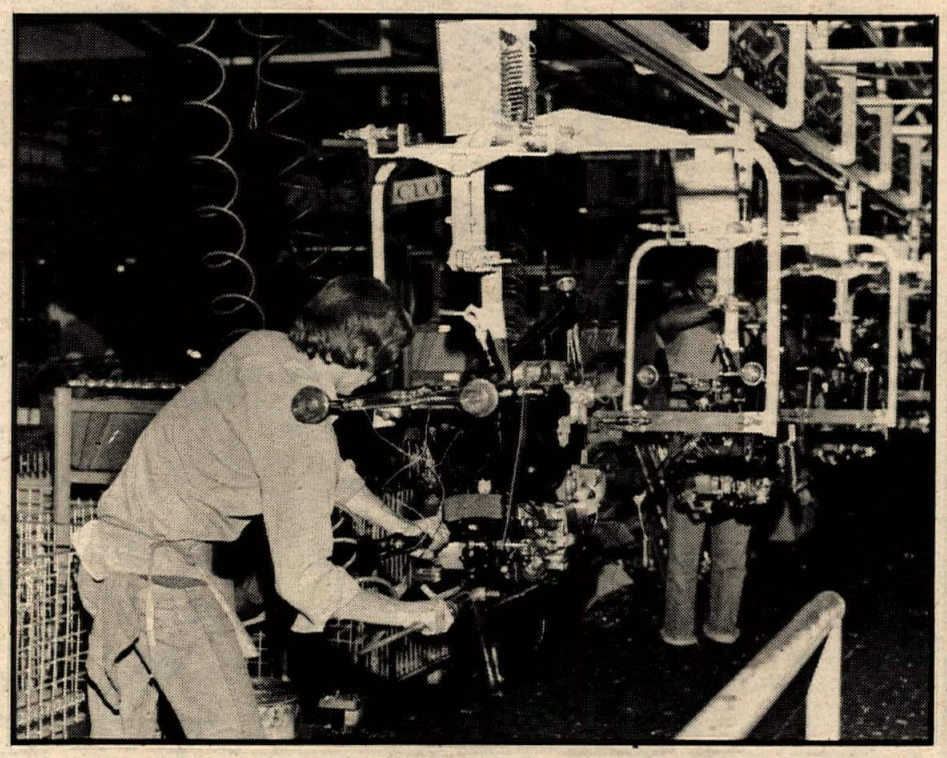
the continuing adventures of
Motocross Cat
© Tony Bell
THE STAR
... AND FROM NOW ON YOU ARE BANNED BANISHED AND BOOTED!
I JUST CHEATED A LITTLE BIT... IF THESE CLOWNS THINK THEY'RE GOING TO KEEP ME FROM RACING HERE....
SAYS HERE THAT STEVE McQUEEN USED TO RACE USING A PHONEY NAME... HARVEY MUSHMAN!
BAD NEWS
TRUE LOVE AND FRONTIER GRITS
LIZ MARRIES HENRY K
ASSUME FALSE NAME, ENTER RACE, AND HOOK IT!
SO.....
HI THERE, I'M HARVEY MUSHMAN AND I'M GONNA RACE IN THE OPEN NOVICE..
REGISTER HERE FEE - 5.00
LOOK HERE! HARVEY MUSHMAN! THAT'S REALLY STEVE McQUEEN!
PROGRAM
125 NOVICE
125 EXPERT
STEVE McQUEEN!!
THIS DISGUISE IS REALLY HARD TO GET OFF!
THIS TAIL IS REALLY STUCK ON!
EEEEEEEOOOOOOOOW
Tony Bell 4 Nov 75 W-4

SEARCH FOR THE

Great American Motorcycle

Still day two

The H-D assembly line & the factory as an eco-system

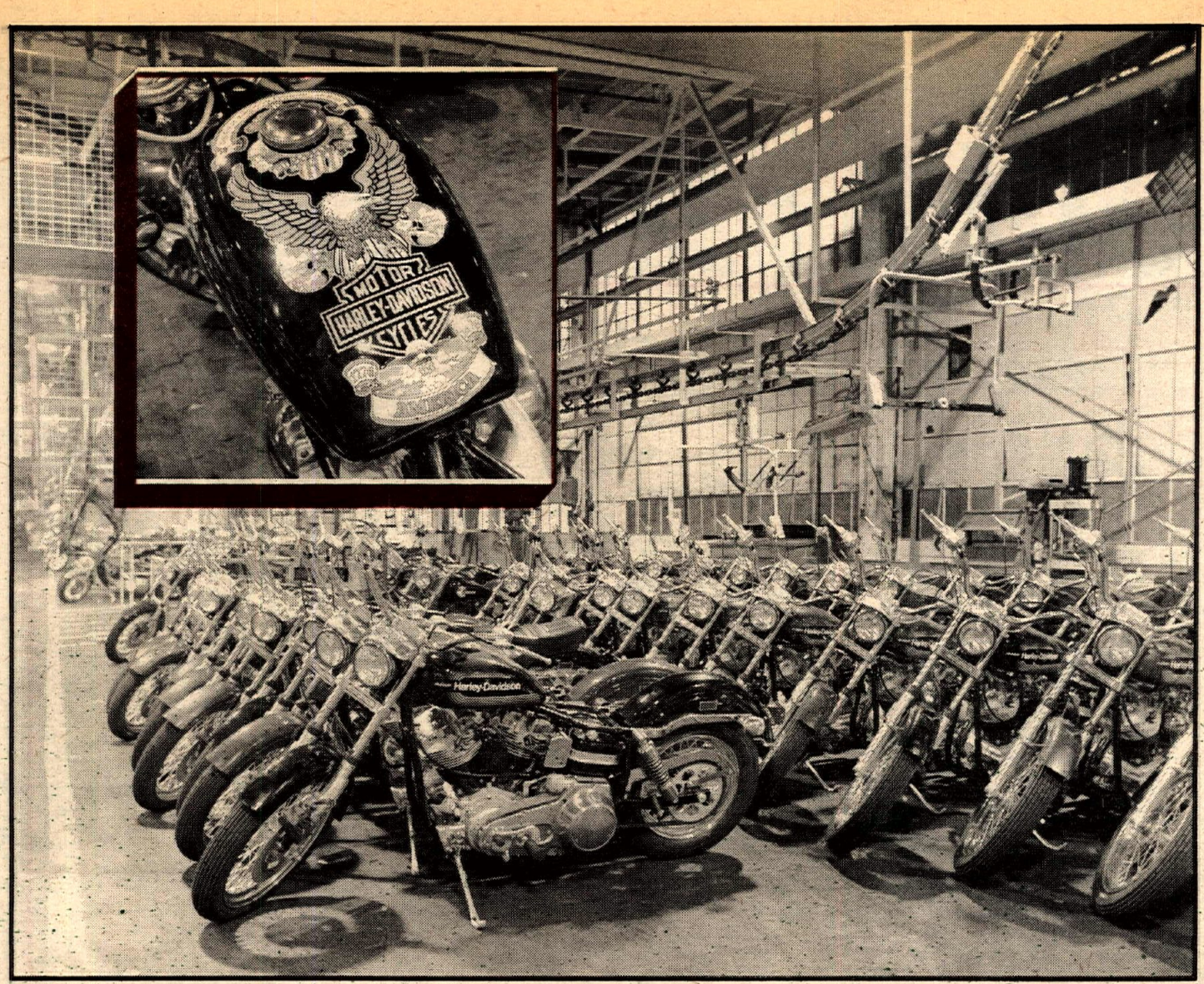


Last time we followed all 2500 pieces of the Hog through the piece-part processing end of the Harley-Davidson plant at York, Pa., breaking off the narrative as they arrived at the *piece de resistance*, the U-shaped Heavyweight assembly line. Almost a quarter-mile of powered overhead conveyor loops past 66 work stations in sequence to carry the big V-twins through final assembly, handling anything from Sportster to Electra-Glide with only slight changes in procedure. The various models are run in batches to keep change-of-pace to a minimum. On this day the line would run 42 Sportsters, 126 FXE/Ks and 20 FLs in an eight hour shift.

The numbers come from factory orders sent in batches every two weeks from Milwaukee, telling how many of which to build to meet dealer orders. Each bike is "married" to its individual F.O. as its frame is loaded on the line. There's a "to build" card telling model, color and muffler configuration hung in a plastic folder on each bike's steel hanger. A 66-point inspection card rides in the folder with it. At Stations 20, 43, 53 and 62, in-process inspectors check off the work done at stations before them.

Starting at Station One, bearings are pressed into the steering head at a subassembly station off-line, then rear fork (swing arm) and seat post are installed as the frame goes on the line and passes Station Two. At Two there's a subassembly station to prepare the swing arm. In fact, at each line station there's one or more subassembly stations to build a bank of small parts needed and assemble the larger units. At Four the main wiring harness is strung along the frame backbone, so grouped near there is a small wiring subassembly department to crimp or solder all needed connectors onto the prepared wire bundle in its protective sleeve.

The engine, which has already been through a series of pre-assembly inspections after being unloaded from its special shipping rack at the other end of the plant, goes in at Seven and gets fully secured into the frame at Eight. From there, in bang-bang order, it gets rear fender supports, shocks, horn/ignition assembly, choke knob, battery carrier, oil tank and mounts, voltage regulator and its wiring, shifter, turn signals, rear footrests, ooops — time to inspect (yup, Station 20 already). If the inspector finds anything wrong at this point he/she simply checks what's wrong on the inspection traveler and fills out a capsule defect report. The defect will have to go unfixed until the bike's made it all the way down the line to final inspection



Following the Bicentennial Bike from early bolt-ups on the assembly line (left) to product inventory (above and inset). It's quite a trip.

Forks march to the line (left), and mated to the bike via air wrench and exercise (below).

and repair where a crew of mechanics hustles to make all wrongs right in an off-line repair area.

If it seems dumb to go ahead and build the motorcycle before fixing the defect right there, you have to weigh the hassle and cost of that against the hassle and cost of off-loading a half-built motorcycle at that point, letting an empty hanger go down-line breaking up people's work rhythm, and then sending word up-line to arrange another empty hanger for the bike when it's fixed. An assembly line has its imperatives which, once you turn it on, control everything you must do.

So it goes beyond 20. At 24 there's a fairly extensive fork assembly area and at 27 there's another important substation to pre-assemble all controls to the handlebar group before it goes on the bike. At 34 and 35 they grab wheels off an overhead storage conveyor from wheel assembly and bank them up to be ready to go on the bikes. Station 37 is a traveler — a crew of several assemblers who have to walk with the bike past two or three other stations while they complete all the wiring interconnections inside the headlight shell. If you've tried that chore yourself, you know what a bitch it is — and it's no less of a bitch on an assembly line. More, in fact, because you add time pressure to the task.

Had enough? As you go down this line, past brake assembly, exhaust installation, final mating of selected painted pieces of bodywork, all of it — you acknowledge that a Harley V-twin is one large, complex motorcycle; and there's one hell of a lot of work to putting one together.

Finally, off the line, there's a 28-point checklist to go through, along with a dyno runup. Then it goes to that afore-mentioned crew of off-line mechanics. The better the in-process quality control, the smaller that "repair bank" between test and crating will be.

When the complete bike is finally released for shipment, handlebars are removed and strapped alongside, accessories are kitted with the bike on a pallet, and a crate is built up around it. Overseas shipments are made in solid wood containers, and H-D is just about ready to go with a special corrugated pasteboard container for domestic shipment. Bikes go out to dealers via a mixed-mode managed system: direct truck if less than one day from York, piggyback rail to Dallas for distribution, or containerized large-lot truck shipments to Denver. The Denver trek in one leg in a round trip that does away with "deadhead" empty runs — finished bikes York to Denver, castings and machine tool parts Denver to Milwaukee, engines Milwaukee to York.

Overview and Analysis

Wow. Are you beginning to realize the size and scope of the Harley-Davidson operation? When you back off and examine the stamping/drawing/machining/plating/painting assembly work task that goes on here, you can't help but recognize that Harleys are built a lot like cars. This, in spite of the fact that by car standards, the York plant's ultimate 75,000/year 300/ day, one every minute-and-a-half pace is painfully slow. (At some car plants, they're pushing 20-second cycle times on multiple lines, with labor and production problems to match. Do we really want to "grow up" that fast?) It may not be the most efficient way to build motorcycles overall, but apparently it's the most efficient way to build Harleys. The big Hawgs are that different from most bikes.

The way they have evolved from a pre-war design, they've carried a lot of "baggage" from an earlier era. Things that are unit assemblies in today's technology are still multi-part bolt-ups on the Harleys. Generally, the big machines are more complex and have more discrete parts than the average. That means more assembly tasks than for a comparable "modern" design.

The workforce at York exhibits neither the intense pride nor the intense labor unrest found at other plants in other industries. It has a happy-medium, relatively easygoing relationship, management to union to worker. The work pace tends to indicate straight hourly wage, rather than piece-rate. In an area where deer hunters are almost as rabid as football fans, the first day of deer season is spelled out in the union contract as "Buck Day", a plant-wide holiday, even for those who don't like to shoot deer. Overall, it seems that neither management nor union push each other out of turn, and the work gets done.

Another thing that stands out plant-wide is the company's commitment to meeting Federal standards, both OSHA (safety) and EPA (pollution). All presses are "two hands on the controls or she don't go", protective hand and foot guards are everywhere around machining stations, and of course, safety glasses are worn everywhere by everybody. Including visiting reporters. Overhead conveyors are carefully screened to protect in case parts should fall off.

Plant wastes — wastewater from plating, painting, heat treating; waste cutting fluid and machine oil; used chemicals from parts cleaning and other processes — all are treated "in-house" as a closed ecology. There's a 42,000 square foot treatment plant next to the main building with settling tanks and treatment processes to take care of each particular kind of gunge. Even the vapors from the bubbling plating vats are recycled, so that valuable plating chemicals can be recovered and reused, while whatever is exhausted to the atmosphere goes out crud-free.

The whole ecology/safety ball of wax lies in Plant Layout Engineer Ed Clautice's lap. When you work for a big outfit like AMF, you don't bitch about all that has to be done to satisfy the government; you just do it with a wry smile, because the Feds have your employer right where they can squeeze and make him holler. One of the prices of "success" in our mixed/managed economy.

Is York truly a success? According to York Division President Ralph Swenson, Harley-Davidson was generating $42 million per year in revenues when AMF bought it. It's doing $200 million annually now, largely because of the output made possible by the York plant. It may not sit well with motorcycle enthusiasts, but that's the kind of stuff corporate managements read to judge a process or a product.

Will they ever change? If they can make money year after year, will there ever be a new Harley? Yes, the Hawgs of the future are on the boards and in prototype right now, constantly being refined, waiting for the day that management decides they're needed. Seeing brief samples of their thinking, it's safe to say that the next generation of Harleys will be V-twins, unmistakeably Harley-Davidson with the "styling by Willy G." touch. You old Harley hands, and quite a few British-bike freaks as well, ought to love 'em.

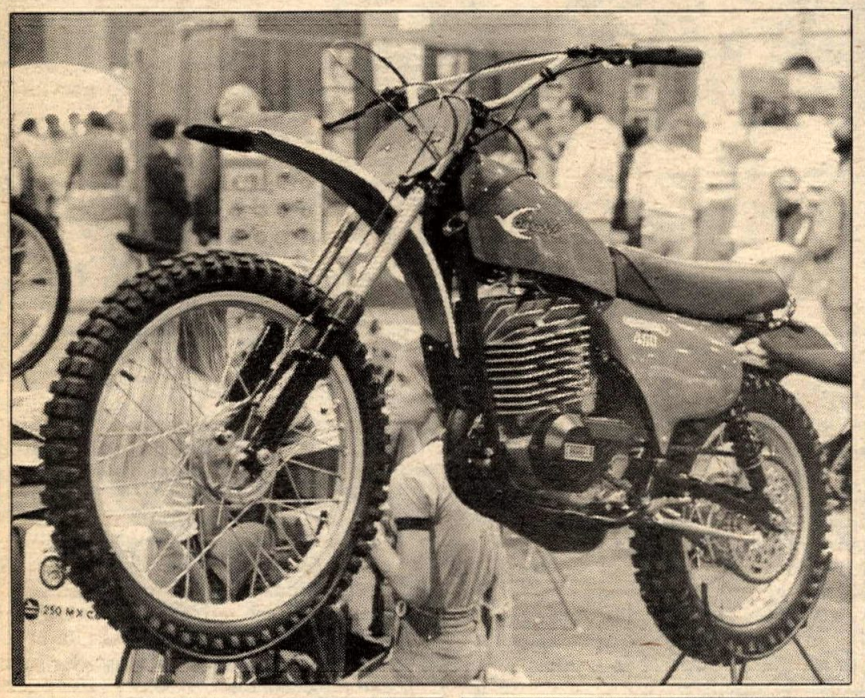
Methinks that four-cylinder DOHC prototype got shown to the press because it was one of their failures. The H-D heirarchy guards its real plans jealously. If you're still waiting for Harley-Davidson to build the "better Japanese motorcycle" at their York plant, don't hold your breath.

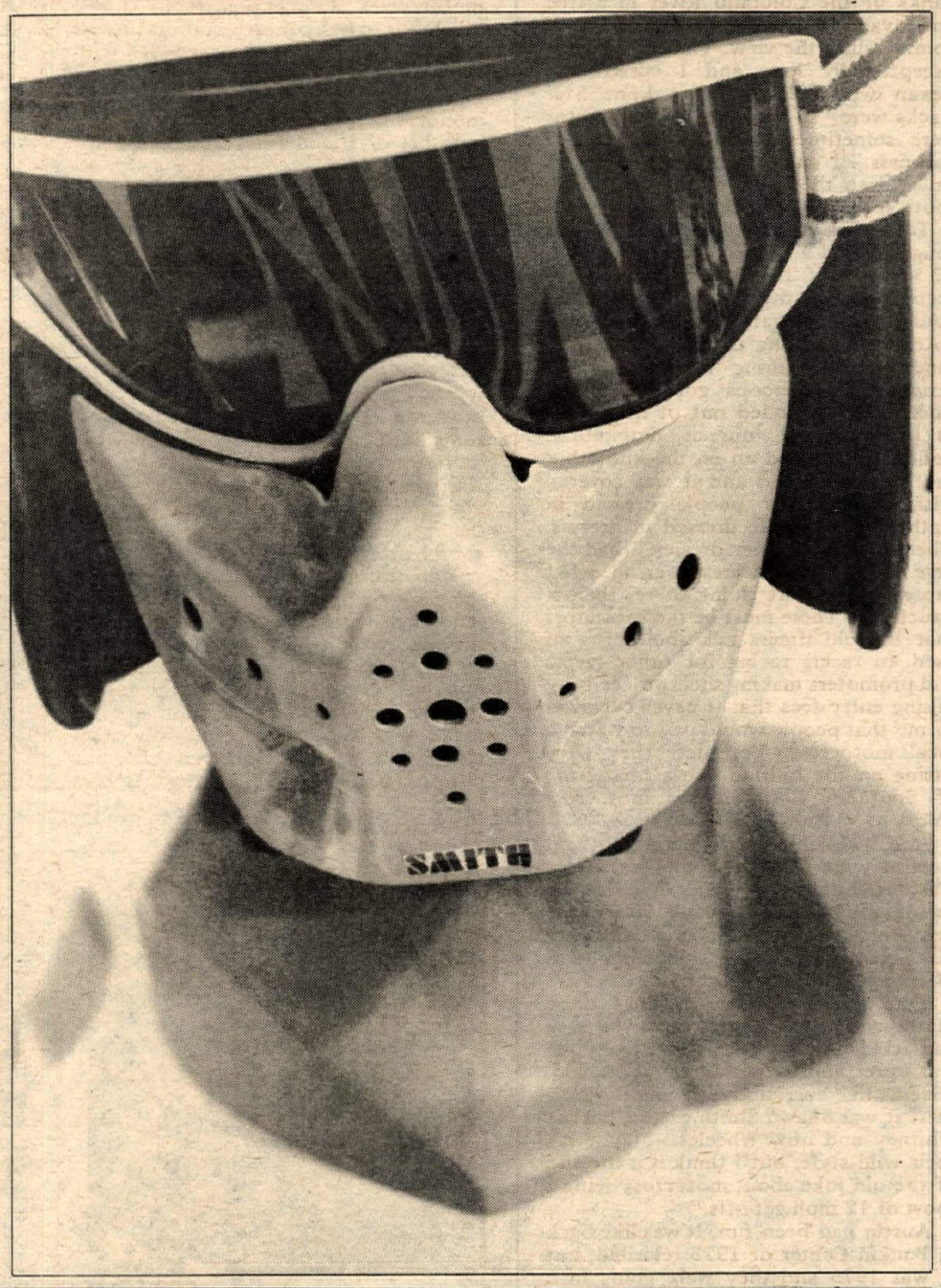
Instead, they'll build a better Harley — the last survivor of a truly American breed.

Lane Campbell

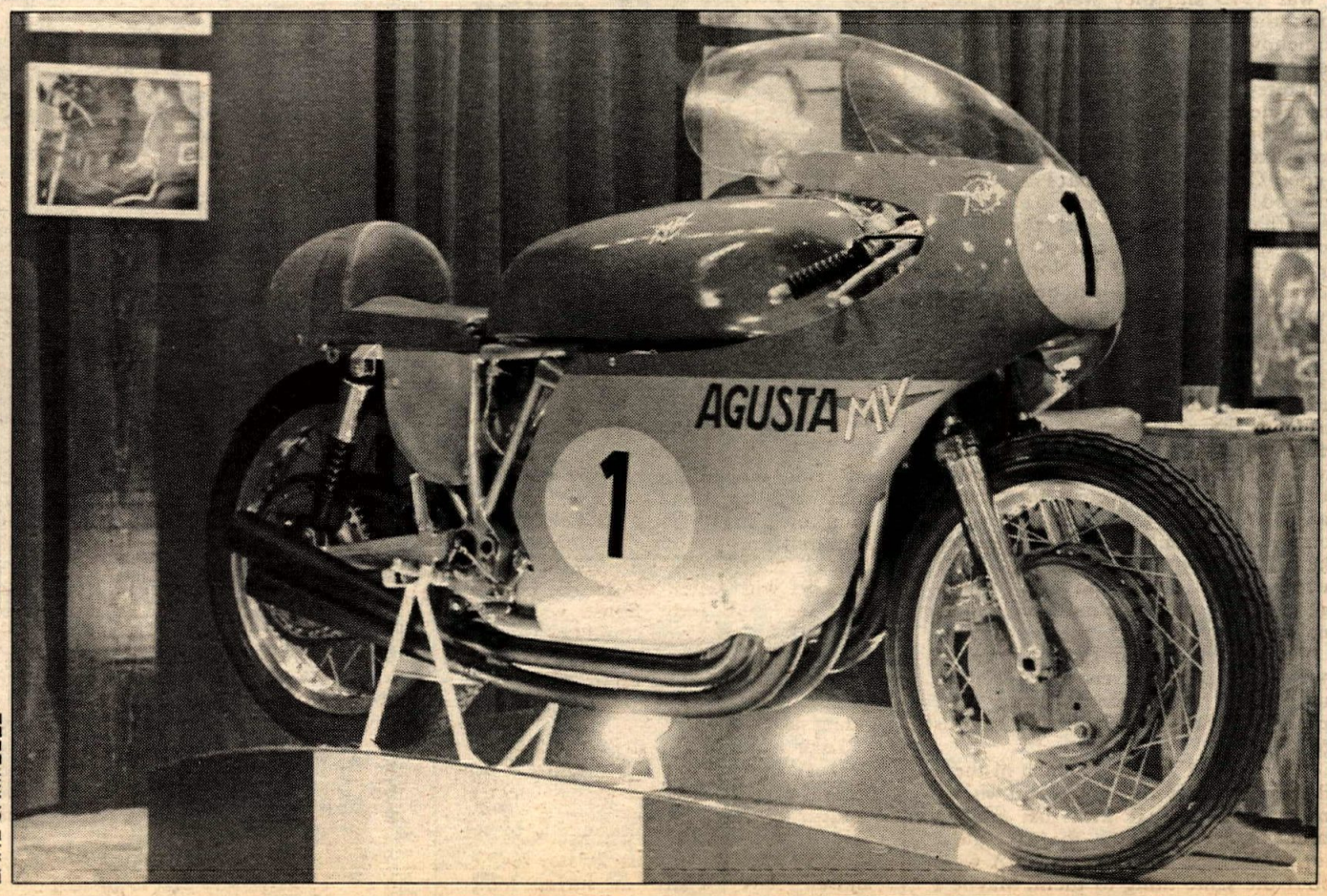
Anaheim Trade Show

Trade show time is like a guided tour through Willy Wonka's chocolate factory. More morsels, tidbits and taste delights than the eye or wallet can consume. The 1976 trade show circuit opened in Anaheim Convention Center with displays and booths from every major motorcycle manufacturer, except Yamaha, and from hundreds of specialty producers. Smith Goggles (right) exhibited a new face mask that looks like it came out of 'Planet of the Apes'. A sure seller. Carabela (below) unveiled on the American market a totally new line of sano-looking motocrossers with the 450 Centaur topping the offering. Moto-Fast Products (below left) drew large crowds with their water-cooled kits for all 125 Motocross bikes, while MV Agusta brought a touch of Euro-class with Giacomo Agostini's world beating MV four. Houston, Cincinnati and Daytona are the next stops. Be sure and see it when it comes to your town. It's less fattening than a trip to the chocolate factory.





PHOTOS BY DENNIS COX



LANE CAMPBELL

Down at the Armadillo

(Continued from page 15)

That isn't hard to believe because Stackable really is one of them and is the epitomy of the smiling easy-going Texan.

Austin Motocross Park lies on the banks of the Colorado River in a tree lined valley with a small grassy knoll commanding the view. The track is not exceptionally long and I cursed the Texan who told me that Lone Star tracks were "so long that two lap motos were sometimes called on account of darkness." I cursed when my knuckles galled into the teeth of the special 40 tooth sprocket I had brought.

The track wasn't long, but it was rough. It had a full sand first turn with 57 varieties of lines and a whoop-dee section down the front straight that couldn't be beat. The track was entertaining during practice, if a little muddy, then during the race it got serious. The whoops got worse and riders were exploded out of the saddle as if by some unseen detonation. Suddenly I looked up on the knoll that the track encircled and it was covered with people, not people dressed in leathers, but people dressed in dresses, albeit some in leather dresses. I had the urge to ask the nearest person what those people were doing there, then it struck me. These must be the spectators that the old timers talk about. I'm so used to racers racing for other racers and promoters making their proceeds by raising entry fees that it never occurred to me that people would pay to watch a local motocross. Yet there they were sitting on the hillside like a smattering of Southern Cotillion and motocross chic.

And I was enjoying it. Eating dirt and wearing out the seat of my pants crashing, but digging it as much as the spectators. In the pits people offered me help, tools, and refreshments. When my bike broke someone came along and offered to lend me their bike.

Young Mark Wheeless wasn't there that day as he had been involved in a bad accident the week before. Everyone was upset and Texan Dennis Cox said, "Seems like everybody is going too fast. First it was Shawn Smith getting hurt at Whitney and now Wheeless. Maybe it's their wild style, but I think it is the end of the old joke about motocross being a sport of 12 mph get-offs."

Austin had been fun, it was like back in Punkin Center or 1973 revisited, but it was 1975 and they were going fast. And they were enjoying themselves. Somehow all that had been lost back in Los Angeles. Lost in traffic jam sessions, concrete tracks, and an overdose of seriousness. Something about Texas motocross was intriguing. The Austin track hadn't been that much better than a good California track, but I came away satisfied. Cox told me as I packed my bags that Austin was just the tip of Texas motocross, the rest of the giant iceberg lay submerged in North Texas. It was time to move North, but the next stop was a chiaroscuro in black and white from progressive country Austin.

This was real country and not the least bit progressive I thought as I drove through the town square of Hillsboro, out past the rodeo ring and stock car track. Three old men resting in white lawnchairs under the courthouse statue to the Confederacy gave me direction to Lake Whitney Cycle Ranch. The youngest of the men, whose face looked like a hard country road raised the furrows of his eyes and said, "They havin' one of them big motorsicle races this week?"

"No, just a regular race," I replied coolly trying to put enough twang in the tremble to sound at home, "The Trans-AMA was a couple of months ago."

"Boy hidy, I've seen a bunch of them bikes go by today," the man said when I finished. He said it with just enough starch to let me know that a regular motorsicle race and a Trans-AMA were about the same thing to them. Maybe I expected more than a finger pointing down the two-lane blacktop, but if I did it was cut short by the chaw of Redman pinging into the Dixie cup three feet away.

Lake Whitney Cycle Ranch is owned by a big friendly bear of a Texan named Harvey Evans. Harvey runs roughshod over the 500 acres of land set aside for motorcycles and choreographs trials, hillclimbs, cross country and motocross events on consecutive weekends. With Harvey and the Evans family motorcycles are a way of life. The money has been lean and fat, but the long list of friends more than fills out the ledger.

Trans-AMA time brings the greats from Europe to the Ranch. The 250 National Championship was decided here. There's a spot in the fence where the European Sidecar Champions crashed through, but the place remains the stomping ground of Texas giants.

Ask Harvey about the greats and he'll tell you what a nice kid Harry Everts was when he stayed at the ranch, then suddenly he'll drift into talking about some local kid. To a dyed-in-the-wool moto-freak using World Champion Harry Everts name in context with a 250 Novice is blasphemy. To Harvey they're both the same – a couple of good hard riding kids.

You walk the track with a local and this isn't the first turn that Ake Jonsson fell in during the 1974 Trans-AMA, it is the place where Wyman Priddy slipped in the mud after getting a 50 foot holeshot in the Tex-AMA. At the end of this long switchback the talk doesn't turn to DiStefano and Howerton coming through like a layer cake, but rather about the time that Bobby Pickard fell over all by himself. After the long walk down the straights to the left-hand downhill turn only the most starstruck say this is where DeCoster spun out, most say, "I'll bet Johnny Kimbrell broke his leg here three times." The big news isn't whether or not Mikkola will switch to Honda, but did you see that Jody Foust was on a Maico. Richard Nixon could be crowned tomorrow if he could raise as much attention as the long awaited and now healed Danny Doss does simply by riding fast.

Lake Whitney also sits by a river, the Brazos, and utilizes the varied Central Texas terrain to provide a electric layout. The track sprawls across a field at the base of the hillclimb, levitates itself in and out of a backwater ravine, and all the while the surface looks like finely-ground chopped liver. The whoops have you talking to yourself, but not too much because the guy in front of you is throwing a better roost than Miss Budweiser. The coffee brown dirt is excellent. It was worth the drive from the Shakey City of Los Angeles to shake out the cobwebs in the rich Texas soil. This is real motocross! The track is only used once a month. The purse is $1,000 everytime. The competition is intense, but here even more than in Austin the riders were more like schoolboys lusting after the last few days of summer vaction. Although the names of Texas motocrossers would mean nothing to the Southern California set that cut its teeth on media stars these are people worth emulating.

The most rapid and rapidly rising star in the Lone Star state is Bobby Pickard. Formerly a 125 Expert who spent two years eating Danny Doss' dust, Pickard came into his own after moving to the big bore classes. This move was necessitated by a painfully slow 125 Penton provided by his sponsor, it was the best thing to happen to him. Bobby can win in the big time with a little work and he knows it.

"I learned a lot from the few Nationals I got to race last year. Everytime I ride with those guys I learn things. When I get out of high school this year I hope to get a chance to race against them all the time." Pickard says it with such earnestness and humility that you have to believe him. I know that if he was a California hotshoe and had won half as many races he'd be demanding the world on a platter. The Texan only wants a chance.

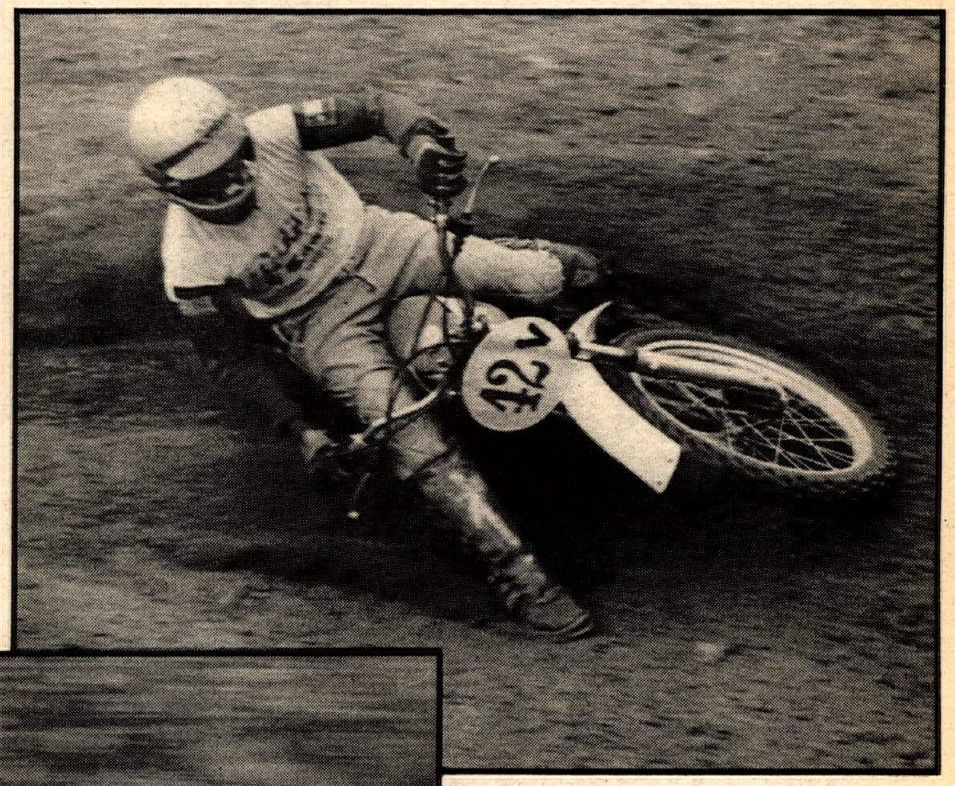
Maybe it's the work ethic, or a down to earth philosophy that is missing from the mechanical, hurry up, west coast life style, but the Texans race hard and have fun. They aren't prima donnas. As though the sweat and grit that tamed this barren landscape is passed on into younger generations.

The old van is burning oil and the nearest Dodge dealer is 100 miles away from Hillsboro in Dallas. Dallas is the epicenter of bigness. A sprawling megalopolis grafted to its country cousin Ft. Worth. Dallas and Ft. Worth carry on a word war that makes them the Mutt and Jeff of cities. The enterprising, businesslike Dallas and the rural cowtown of Ft. Worth dice at each other with sayings like – "There is something that Ft. Worth can say that Dallas can't. It's 30 miles from a major city." And nestled in between this civic war lies Mosier Valley Motocross Park.

Mosier Valley is the proof of what the Texan had told me about at Saddleback. It was a rider's track. Owned and operated by riders who took what was once a narrow cowpath of a track and turned it into the finest dirt in Texas. The dirt in Austin was good, Lake Whitney was excellent, but at Mosier Valley you could feel the earth shake. Throughout the constantly changing serpentine were loose berms composed of Texas chernozen soil and sand. Bright red nylon fencing defined the track where the trees didn't. The dirt at Austin was good, but Austin is a small city. Lake Whitney was excellent, but sat in an isolated small town. Mosier Valley is amazing and sits right in the midst of one million people.

Mosier Valley's reputation as a tough demanding and serious track is highlighted by a row of ambulances. Yet serious injuries remain few, even though as many as 13 brim full classes hit the gate on Sunday. The spectators have to be hardy as the track complies to the wishes of the riders, not the watchers. The track is tough and many riders prefer to skip it because it is "hard on machinery, you can't win there and the classes are too big." Mosier Valley regulars, of which there are normally 300 on race day, say that most racers are spoiled. Young kids come up as superhumans, faster than anyone at their local track. They have been coddled, cheered and had their butts wiped, but at Mosier Valley when the gate drops the bullshit stops. If the whoops don't get you then the 40 other supermen on the line with you will.

With the van fixed and time running out I hit the road for California. Glad to be going home, but sad about what I'd seen in Texas. When you go looking for the perfect wave or the perfect track you enter into an approach-avoidance situation. It would be nice to find, but hard to leave. The motorcycle racing fraternity of California is better off never riding on a Texas track because they could never go home again. As for me I put the pedal to the metal and try to make it back in time to go down to Carlsbad. After all it ain't the tracks or the work you enjoy, it's the people you run into. ●



PHOTOS BY DAVE NIELSEN

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

January 23

AMA NATIONAL TT
Houston Astrodome, Houston, Texas. Opening ceremonies start 8 pm. $18,000 purse. Camel Pro Series.

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

January 24

AMA NATIONAL ST
Houston Astrodome, Houston, Texas. Opening ceremonies start 8 pm. $20,000 purse. Camel Pro Series.

January 25

MOUNTAIN HIGH MX
34 mi. NE of Fresno, CA. N on Hwy. 41, signs posted from North Fork turnoff. CMC sanction. Signup 6:30-9 am, prac. 9, race 9:30. 100% p.b. to Pros. Entry $6 mail, $8 post, $15 Ex. Mail entry to PO Box 464, Bass Lake, CA 93604. 209/291-8793.

B.O.S.S. CMC MX
Argyll Park, CA. Hwy. 113, 13 mi. S of Dixon. Novices run in AM. Sign up 7 am, prac. 7:30, race 9. Entry Sptsmn. $8, Pros $15. Spec. $3. B.O.S.S. MX, 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

MOTOCROSS
Medford MX Park. Kirtland Rd., White City, Ore. All classes Mini thru Open, Kids/Jr/Sr. for Amateurs. 125/250/Open Pro classes 100 p.b. Prac. 8:45 am, race 10:30. 503/772-4680.

BRITISH AMERICAN CUP TRIAL
Purisima Cyn., Half Moon Bay, Calif. 1st round of State Championship. 2 trials in one. Derek 415/365-0289.

D-37 MOTOCROSS
DeAnza Park, Sunnymead, Cal. 15 mi. E on Hwy. 60, take Theodore offramp, follow sings. Sign up 7 am, prac. 8, race 9. Entry $6. Free camping. 714/523-8979. Gripsters MC.

STRADDLELINE POKER RUN
Straddle Line Cycle Park, 16 mi. W of Olympia, Wash., on I-8. NMA & AMA. 2nd of 5. 206/495-3856.

CRC MX
Osteen Cycle Park, Pomona, Cal. All classes. 30% trop. Cash to Ex. Gate open 7 am, race 9:30. $10 Ex., $6 sptsmn. Non-memb add $2. $3000 med. 213/830-7519.

D-37 H & H
Red Mtn. area. Limed on Trona Rd. from Red Mtn. 10 am start. $8 entry. Desert MC 213/355-6078.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

DRA HARE SCRAMBLES
Limed from 17 mi. N. of Adelanto, Cal., Hwy. 395, R side 2x30 mi. Start 10 am, 20% trop. Fin. pins. $340 cash purse. $3000 med. 714/373-4647.

D-36 MOTOCROSS
Plymouth Rcwy, Cal., from Hwy. 50 Sacto — take Hwy. 16 E to Plymouth. From Placerville I-5, take Hwy. 49 E to Plymouth. Gate open 6 am, race 9. Entry $8/$15, $3 watch. 100% p.b. to Ex. SVS, PO Box 221, Sutter Creek, Cal. 95685. 916/961-1211.

LAS VEGAS MC GP
Williams Raceway, Las Vegas, Nev. Entry $8. Prac. 8 am, race 9 am. Minis too. Si. req. Las Vegas MX Club. 702/734-6703.

CMC MOTOCROSS
Cycleland Speedway. 14 mi. S of Chico, Calif. on Hwy. 99 E. Sign up 8-10 am, prac. 10-11, race 11. All classes + minis. $2.50 ride or watch + $2 rider entry fee. Chico MC. 916/342-9302, 343-2734.

ELECTRO UNLIMITED MX SERIES
Escape Country, Trabuco Cyn., Calif. Expert series race all-size cc, same class. Entry $6. $1000 cash first prize. 714/586-7964.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, prac. 8, race 9. Etnry $7 mail, $10 post; Pros $12 mail, $15 post. $4000 med. cov. Mail entry by Fri. before race. AME PO BOX 1421, Reseda, Calif. 91335. 213/881-5778.

D-36 ROUGH SCRAMBLES
Lodi Cycle Bowl, Lodi, Calif. Sign up 8:30-9:30 am, prac. 9:30-10:30 am, race 11. Entry $5, extra bike $1, spec. $1. No semi-pro p.b. All classes. Lodi MC. 209/368-7182.

AMC SADDLEBACK
Saddleback Park, Irvine, CA. Gate open 7:30 am, race 9. No mail entry. $7/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714/581-2778.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Cal. Gate open 7 am, race 9. CMC cd. req. 100 % p.b. to Ex. 30% brass. Entry Ex. $15, others $8. 415/634-3318, 634-2086.

CENTRAL

SRAC MX
Castle Rock, Colo. Exit 80 off I-25 W across Railroad tracks then S & W to track. 303/443-0825.

January 25-26

24 HR ENDURANCE RACE
Chadron, Nebraska. Go to Bike Shop or Fairgrounds. Race starts at Fairgrounds. Pre entry $30 team, Post $40. First bike out at 12:01 pm. P.R.C.A., PO Box 1125, Chadron, Neb. 69337. 308/665-2214.

January 27

M.O.R.E. MEETING
M.O.R.E. chapter forming in San Gabriel Valley. First mtg. Shakey's Pizza, West Covina, Ca. Azusa Ave., N of I-10. Starts 7:30 pm. 714/966-7686 John, or 330-8344 Randy.

January 30

AMA PRO INDOOR CHAMPIONSHIP
Cow Palace, San Francisco, CA. Benefit for Frank Gillespie. Prac. 6:30 pm, race 8:15. 408/437-3210.

SAN BERNARDINO INDOOR MC SWAP MEET
National Orange Showgrounds, San Bernardino. 6 pm to 11 pm. Admission $1.75. Kids under 6 free. 213/588-7310.

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

SCRAMBLES
Straddle Cycle Line Park, 16 mi. W of Olympia, Wash., on I-8. Cash for Bs & minis. NMA & AMA. 206/495-3856.

Jan. 30-Feb. 1

RUSS DARNELL MX SCHOOL
Argyll Park, Dixon, Cal. $30 entry. Open to all ages and skill levels, Minis welcome. Camping avail. at track. For info & reservations: 213/367-1722, 916/678-3592.

January 31

TWILIGHT HARE SCRAMBLES
15 mi. E of Lancaster, Calif; on Ave. J. 4 pm start. Entry $6. New course, all classes. 40% brass & contingencies. Greyhounds MC 213/360-9287, 324-4747.

February 1

PONDEROSA HARE SCRAMBLES
15 mi. E of Lancaster, Calif. on Ave. J. 10 am start. Entry $6. New course, 3/9 mi. loops. 40% brass. All classes. Greyhounds MC. 213/360-9287, 324-4747.

B.O.S.S. CMC SEMI PRO MX
Sacto Cty. OHV Park. (Old McGill). Hwy. 50 to Sunrise in Rancho Cordova, S to White Rock, L 7 mi. Nov. sign in 7 am, race 9; Ex/Int sign in noon, race 1:30 pm. Entry $8/$15. 30% trop. 100% p.b. + 10% High Pt. Fund. All classes + minis. $500 Pro purse. 916/635-5240.

D-37 TT SCRAMBLES
Elsinore Raceway, Elsinore, Cal. Hwy. 71 at Lugonia. Sign up 8 am, prac. 9, race 10. All classes. Riders MC. 714/674-5383, 826-1286.

CMC GRAND PRIX
Dunlap Cycle Park Fresno, CA. Hwy. 180 to Dunlop turnoff, 5 mi. to Dunlap 100 mi. GP. Prad 9-10 am, race 10:30. All classes, incl. 1st time Beg. Same day trophies. Entry opens Jan 1. $8 mail, $20 post. Mail entries to 4113 N. Marks, Fresno, CA. 93711. 209/229-9616.

D-37 GOLDRUSH ENDURO
Limed from Hwy. 14 on Red Rock-Randsburg Rd., also from Red Mtn. on Hwy. 395. First man out 8:01 am. Approx. 85 mi., C riders go 1 loop. Entry $9 mail, $11 post. Prospectors MC. Earl Wilson, 1547 W. 219th St., Torrance, CA. 90501. 213/328-5214.

CRC MX
Indian Dunes, Valenica, Cal. Shadow Glenn cse. All classes. 50% troph. s.d. Cash to Ex. Gate open 7 am, race 9:30. $10 Ex., $7 sptsmn. Non memb. add $2. $3000 med. 213/830-7519.

D-36 HARE SCRAMBLES
1 mi. E of Plaster City, Cal. on Evan Hew Hwy. (old 80). marked from Octotille. (I-8) E & Dunaway Rd. W 90 mi. Start 10 am. Entry $7. Riders meet 9:30. Sign up Sat. 7 pm, Sun. 7 am. 714/274-3841.

PITS BEGINNER TRIALS
Murderers Gulch, Auburn, Cal. I-80 E from Sac. Forest Hill exit, follow PITS signs, Riders meet 9:30 am. Entry $3.50, $4. For riders that want to try observed trials. 916/489-1922.

CRC GRAND PRIX
DeAnza Cycle Park, Riverside, Cal. 1 hr. races on 7 mi. course. 20% trophies & Heavy fin. pins. No memb. req. Mail $8 to CRC 7601 Arlington Ave., Riverside, CA. 92503. Post entry $10. 714/689-6114.

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry $4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

GRAND OPENING CYCLE WORLD MX RANCH
Downtown Bullhead City, Az. on the Colo. River. 1-1/3 GP course. Entry $6 sptsmn., $15 Pro. 100% p.b. Memb. req. $1 extra non-memb. Gate open 7 am - 9:30, race 10 am. (AZ time) Free camping. 602/757-8303.

AMC CARLSBAD
Carlsbad, Rcwy., Carlsbad, CA. Gates open 7 am, prac. 8-9, race 9:30. No mail entry. $6/$12 post. $2 xtra non-memb. $3000 rider med. ins. 30% trophies, 100% Ex. p.b. 714/581-2778.

CMC ROAD RACE
Willow Springs, CA. Hwy 14 to Rosamond, go W on Rosamond Blvd. about 5 mi, track on R. Gate open 7 am, prac 9, race 12. Entry pre $12, post $18. Pat Manning, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

DRA HARE SCRAMBLES
Red Mtn., Trona Rd. area-Calif. 2x30 mi. Start 10 am. 20% trop., fin. pins. $340 purse. $3000 med. Limed from Red Mtn., Hwy. 395, R side. 714/373-4647.

MARATHON
Fremont Raceway, Fremont, Calif. 2 man-2 hr. Open 7:30 am. Minis 8-9, $4 ride-$2 watch; 125-9:30; 250-noon; Open-2:30, $8 ride-$2 watch. 30% brass. 415/327-4461.

D-37 MOTOCROSS
Rawhide Cycle Ranch, Elsinore, Calif. Start 9 am. Entry $6. Ex/Am, women & hacks race am; Nov. sign up 10 am, race after Ex. AMA & Dist cd. req. No cd. $2 extra. Dirt Bike Promotions. 714/560-0426.

D-36 EUROPEAN SCRAMBLES
Plymouth Raceway, Plymouth, Calif. Sign up 8 am; 125's out 9 am. 1½ hr. each class. Entry $6, $2 watch. All classes + OT & PP. 209/239-1841.

ELECTRO UNLIMITED MX SERIES
Escape Country, Trabuco Cyn., Calif. Expert series race all-size cc, same class. Entry $6. $1000 cash first prize. 714/586-7964.

D-36 ROUGH SCRAMBLES
Lodi Cycle Bowl, Lodi, Calif. Sign up 8:30-9:30 am, prac. 9:30-10:30 am, race 11. Entry $5, extra bike $1, spec. $1. No semi-pro p.b. All classes. Lodi MC. 209/368-7182.

AME MOTOCROSS
Valley Cycle Park, Moorpark, Calif. Gate open 7 am, prac. 8, race 9. Entry $7 mail, $10 post; Pros $12 mail, $15 post. $4000 med. cov. Mail entry by Fri. before race. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323, M-F, 10am-3pm.

CENTRAL

WOODVILLE SCRAMBLES
U.S. 69 S from Woodville, TX. 8 mi. to Hillister, TX., then 5 mi. E to old country store & follow red arrow to camp site. Banana Hill area. Start 11 am, riders meet 10:15 am. Entry $6 pre, $12 post. Texas Gulf Coast Cycle Event, 5321 Beaumont St., Groves, TX. 77619. 713/722-7926, 962-2987.

February 4

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Seattle Center Coliseum, Seattle Wash. Tech. 2 pm, gate opens 2 pm, prac. 6 pm. Race 8. $1500 purse. 1st race of 3 race series with $6000 total purse. Rider entry info: 503/285-7060, other info: 206/631-1550.

February 5

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Portland Memorial Coliseum, Portland, Ore. $3000 purse, Tech 2 pm. Gate opens & time trials start 6 pm, race 8. Second of 3 race series. Rider entry info 503/285-7060, other 206/631-1550.

February 6

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Benton Cty Short Track, Corvallis, Ore. $1000 purse. Third of 3 race series. Tech 2 pm. Gates open & time trials start 6 pm, race 8. Rider entry info: 503/285-7060. Others 206/631-1550.

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

February 6-7-8

RIDE ON BREAKFAST
Outpost Cafe, I-15 at Hwy. 395. Egg-sausage-hotcake-coffee, $1. 50¢ donated to Desert Defense Fund. 4 am-noon. Wear your club shirt or vest. 714/244-6313.

February 7

INDOOR MOTORCYCLE SWAP MEET
Ventura Cty. Fairgrounds, Ventura, Calif. Hwy. 101 (Ventura Fwy) Calif. St. exit. 6 pm-11 pm. Sellers spaces $10. Res. in advance only. Set up 2 pm. Buyers $1. Inter-Shows, PO Box 334, San Clemente, Calif. 92672. 805/643-2181 or 714/639-7440.

February 8

UEA RIDE ON ENDURO
Anderson Dry Lake. Limed from Lucerne, CA. Benefit for Desert Defense Fund. Mail entry $9.50, -16 $7.50. Two & three man teams add $1 per rider. Post entry $11.50 (all). 2 SASE to UEA, 1443 S. Pine St., Fullerton, CA 92633. 714/871-9677 or 213&431-2481.
Family Enduro

AMA ROUGH SCRAM.
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Ex. $3.50 at gate + $2.50 signup. 100% p.b. to Ex. + $25 cash each Ex. class. Others $3.50 ride + $1.50 2nd bike. Sign up 7:30-10:30 am. Race noon. 209/869-1457.

D-36 MOTOCROSS SEMI PROS
Marysville, Calif. Under the E St. Bridge. Sign up 7 am, prac. 8-9, race 9:30. All classes. Ex. $15/Nov/Am $7. Feather River MC. 916/742-8281.

MOTOCROSS
3 mi. N of Abilene, Texas on 277-well marked with signs. Start 12:30 pm. Entry $5 Jr./$8 Sr. Trop. Cash for Sr. 915/672-3286.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, Calif. 9 am start. Entry $6. Ex/Am, women & hacks sign up 7 am, prac. 8, race 9. Nov sign up 10, race after Ex. No minis. No D-37 cd., $2 extra. Dirt Bike Promotions. 714/560-0426.

D-36 WINTER SCRAMBLES
Fremont Raceway, Fremont, Calif. Open traction. All classes + mins. $4 ride, $3 watch. Open 8 am, prac. 9, race 11. 415/327-4461.

B.O.S.S. CMC SEMI PRO MX
Argyll Park, Hwy. 113-12 mi. S of Dixon, Ca. Nov. sign in 7 am-race 9; Ex/Int sign in noon-race 1:30. Entry $8/$15. 30% trop. 100% p.b. + 10% High Pt. Fund. All classes. 916/635-5240.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, prac. 8, race 9. Etnry $7 mail, $10 post; Pros $12 mail, $15 post. $4000 med. cov. Mail entry by Fri. before race. AME PO BOX 1421, Reseda, Calif. 91335. 213/881-5778.

CRC MX
DeAnza Cycle Park, Sunnymead, Cal. All classes. 30% trop. Cash to Ex. Free camping. Gate open 7 am, race 9:30. $10 Ex., $6 sptsmn., non memb. add $2. 213/830-7519.

SRA RIVERSIDE GP
Riverside Rcwy., Riverside, CA. 65-mile races. All classes, camping OK. 20% trophies and pins. Entries from SRA, PO Box 3882, Torrance, CA. 90501. 213/320-1015.

ELECTRO UNLIMITED MX SERIES
Escape Country, Trabuco Cyn., Calif. Expert series race all-size cc, same class. Entry $6. $1000 cash first prize. 714/586-7964.

D-37 H & H TEAM RACE
Trona Rd., limed from Red Mtn., Calif. Start 9 am. $10 entry (D-37 memb. $8) Cash p.b. to first overall; first in class. Trop. pins. 714/638-5277.

MOTOCROSS
Medford MX Park. Kirtland Rd., White City, Ore. All classes Mini thru Open, Kids/Jr/Sr. for Amateurs. 125/250/Open Pro classes 100 p.b. Prac. 8:45 am, race 10:30. 503/772-4680.

AMC SADDLEBACK
Saddleback Park, Orange, CA. Gate open 7:30 am, race 9. No mail entry. $6/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same dav. 100% Ex. p.b 714-581-2778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

February 13

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

February 15

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry $4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

26th ANNUAL MOOSE RUN
Limed from Red Mtn. to Trona Rd. Start 10 am. Figure eight H&H with a Kiddie race on Sat. noon. Four Aces MC. 213/368-4646.

CYCLE WORLD MX RANCH
Downtown Bullhead City, Az. on the Colo. River. 1-1/3 GP course. Entry $6 sptsmn., $15 Pro. 100% p.b. Memb. req. $1 extra non-memb. Gate open 7 am - 9:30, race 10 am. (AZ time) Free camping. 602/757-8303.

CRC MX
Indian Dunes, Valencia, Cal. (Intl cse). All classes. 30% trop., s.d. Cash to Ex. Gate open 7 am, prac. 8 am, race 9:30. $10 Ex., $6 sptsmn. Non memb. add $2. $3000 med. 213/830-7519.

D-36 SAWMILL ENDURO
Upper Lake, CA. C.C. Camp. Entry $8.50, 3 man team $3, name change $2. Entry closes midnight Feb. 8. 3 SASE to North Bay MC, 415 Davis St., Santa Rosa, CA 95401. 707/795-3561, 528-3842, 823-5391.

SOBOBA INDIAN GP
Limit 400 riders. Entry $20, post $35 (if available). Only official Soboba MX entry blanks accept. Mail to Soboba MC, 22815 Camino Los Banos, San Jacinto, CA 92383. 714/925-2607.

26th ANNUAL HIGH MTN. ENDURO
20 mi. E of Santa Margarita, CA on Hwy. 58. Mail entry $8 (close Feb. 1), team entry $1 per rider (3 riders per team). Limited to 500. AMA memb. req. 2 SASE to Cal Poly Penguins MC, Cal Poly A.S.I., Box 111, San Luis Obispo, CA 93401. 805/544-9229, 544-4026.
Bikes must be street legal.

DRA TEAM RACE
Limed from Lucerne Valley, Calif. to Soggy Dry Lake area. 6x25 mi. Start 9:30 am. Pts. Fin. pins, 20% trop. $3000 med. $200 1st Team Overall; $100 2nd; $100 1st Nov. Team Overall; $50 1st Sr. Team. 714/373-4647.

D-38 MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. 9 am start. Entry $6. Ex/Am, women, hacks race am, Nov. sign up 10 am, race after Ex. No minis. No. D-37 cd., $2 extra. Dirt Bike Promotions. 714/560-0426..

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, Calif. Sign up 6-7 pm, prac. 7, race 8. Sptsmn. entry $5, Pros $10. 100% p.b. Post entry only. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

SRA CALICO ENDURO
Calico Ghost Town, nr. Barstow, CA. Girls and C -16 go 23 mi. on Sat. rest 65 mi. on Sun. 20% trophies and pins both days. For entries call 213/320-1015.

ESCAPE COUNTRY
Plus the Electro Unlimited Series of Motocross
$1000 Expert Purse (all Classes) Jan. 25
714-586-7964

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Race with AME
1st Sunday—Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd & 4th Sunday—Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $7 Mail, $10 Post, Pros $12 Mail, $15 Post.
AME License required—$7 per year
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Reseda, CA 91335 213-881-5778

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DRA, PO Box 2605, California City, CA 93505,
info: 714-373-4647

$1.00
"Ride-On" Breakfast
Egg — Sausage — Hotcake
Coffee
50¢ donated to
Desert Defense Fund
February 6, 7, and 8th
4 am to Noon
Outpost Cafe
Int. 15 at Hwy. 395
Wear your club shirt or vest

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

CRC Race Schedule 213-830-7519
Jan. 25—Osteen's Cycle Park
Feb. 1—Indian Dunes (Shadow Glen Track)
Feb. 8—DeAnza Cycle Park
Feb. 15—Indian Dunes (Int'l. Track)

RAWHIDE
Motocross Race Schedule
Jan. 25
Feb. 1 — District 37
Feb. 8 — Rawhide Oldtimers Assn.
Feb. 15 — AMC
213-928-4552

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

WANTED in Baja
240 experienced Enduro riders
Los Ancianos M/C
4th Annual Tecate 500 April 4th & 5th
Tecate to San Felipe & back. $50 includes gas on course (60 mile range), Valvoline oil, Insurance, Lunches. 4 riders per team.
Send entries to: Los Ancianos M/C, PO Box 1582, La Mesa, CA 92041 Start No. by postmark closes 3/14/76

DeAnza Grand Prix
February 1
One hour races on an ALL Dirt 7 mile course. No membership required. Trophies & Heavy Duty Pins.
Mail $8 to:
CRC
7601 Arlington Ave.
Riverside, CA 92503
Post entry $10
714 689 6114

Perris Racetrack
Every Sunday
January 4 thru February 22
Gates open 6 am. Practice 9 am
1st Race 10:15 am
TT – Scrambles – Short Track
30% Trophies
8 week high point series
info: 714-925-2871 after 6 pm

AMC
RACE SCHEDULE
Jan. 25 – Saddleback
Feb. 1 – Carlsbad
Feb. 8 – Saddleback
Feb. 15 – Rawhide
INFO 714-581-2778

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

SADDLEBACK
Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
Jan. 24—M.X. course run backwards
Jan. 31—Motocross & accessory day
all 1st — Carrera goggles
all 2nd — Scott face mask
all 3rd — Simon Says visor
Feb. 7—M.X. using long course (same as Trans AMA Series)
Feb. 14—Motocross
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.
24 hr Info call 714/830-8010

Every Wednesday Night MX
Starting Jan. 21st
O.C.I.R.
AMC

WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. 602/992-0359. Every Sunday.

CARSLBAD RCWY
Carlsbad, Calif. 714/729-3492. Husqvarna 2nd & 4rth Saturdays.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/689-1913, 735-1705. Every Friday night (HSMX), Every Saturday.

CYCLE WORLD RANCH
Downtown Bullhead City, Ariz. on the Colorado River. 602/757-8303. Every 1st & 3rd Sunday.

DeANZA PARK
E of Riverside, Calif. on Hwy. 60, take Theodore exit. 714/653-2633, 735-1301. Every Saturday.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy. 71 at Lugonia Ave. 714/826-2386, 674-5383. Every Sunday.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy to El Toro exit, E 13 mi. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125 W in Eugene to Danebo. 11th & Danebo in Eugene. 503/344-0140. Every Sunday.

FLY-N-RACWAY
Thermal, Calif. 6 mi. S from Indio, take Airport Rd. to track. 714/328-4512. 1st & 3rd Sundays. AME MX.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
9 mi. N of Yuba City, Calif. on Hwy. 99-signs to track from stop light. Live Oak Racing Assoc. 916/673-1090, 673-7767. Every Saturday.

ORANGE CTY. INT. RCWY.
Irvine, Calif. AMC Nite MX. 714/581-2778. Every Wednesday.

RAWHIDE CYCLE RANCH
Elsinore, Cal. 2 mi. E of Hwy. 71 on Hwy. 74. 213/928-4552. Every Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SUNNYVALE PAL MX
Sunnyvale, Calif. U.S. 101 to Hwy. 237 to Caribbean Way, to track. 408/253-5497. CMC every 4th Sunday.

395 CYCLE PARK
Adelanto, Calif. On Hwy. 395. 714/246-6109. Every 2nd & 4th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra Rejada Rd. S of Moorpark, Calif. 805/529-9546. Every Sunday.

Dirt Track

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy 71 at Lugonia Ave. Night TT. 714/826-2386, 674-5383. Every Saturday night.

CYCLE LAND SPDWY
14 mi. S of Chico, Ca. on 99 E. 916/342-9302, 342-4216. Rough Scrambles every Sunday.

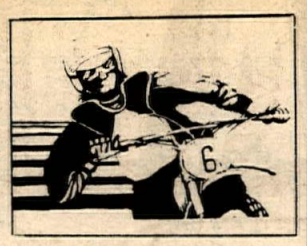
PERRIS RACEWAY
Perris, Ca. Btwn. Hwy. 395 & Hwy. 71 on Hwy. 74. 714/925-2871. TT & ST every Sunday.

395 CYCLE PARK
Adelanto, Calif., Hwy. 395. 714/246-6109. TT & HM 1st & 3rd Sundays.

Meetings

M.O.R.E.
Orange Cty. Chapter. OCMC Clubhouse: Trask & Newhope St., Graden Grove, Ca. 714/542-8964. 1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, Ca. 213/361-8530. 2nd & 4th Tuesdays.



CENTRAL

Motocross

ARMADILLO MOTOPARK
Irving, Texas. County Line Rd. S from Hwy 183. Track 2 mi. on R. 214/252-7864. Every 2nd Sunday Pro-Am. Every 4th Sunday Jr/int.

AUSTIN MX PARK
Austin, Tx. Pro-Am. 512/451-2326. Every 1st, 3rd & 5th Sunday.

BIG CREEK PARK
Near Lake Summerville, Tx., next to Big Creek Marina. 713/822-9430. Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn L cross bridge & turn L to Albuq. Drag. 1 mi. past Drag. 505/298-7013. First Sunday.

BLOOD, SWEAT & GEARS INC.
Stillwater, Okla. I-35 to Stillwater, exit (Hwy. 51), E 4 mi., then 2.5 mi. 405/336-5173. Nights. Every 1st & 3rd Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of Cameron on Hwy. 36 & 190 towards Temple. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. 303/443-0825. 2nd Sunday.

DAVIS
Davis, OK., 3 mi. S of Davis on Hwy. 77, or ½ mi. N of I-35 on Hwy. 77. 405/369-2117. Every 2nd & 4th Sunday.

DENTON VALLEY MX
From Dallas, Tx., take I-35 S to Loop 288 exit, W till light. N on McKinney Rd. past Mayhill to track. 817/382-1607. Every 2nd & 4th Sunday.

INDIAN TERRITORY RCWY
Prague, Okla. 5 mi. N of Prague on Hwy. 99-then 2 mi. W & ½ mi. N. 405/567-2241. 1st & 3rd Sunday.

K & R PAULS VLY
Exit-I-35 at Paoli, Okla., 4 mi. E, follow signs. Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas. I-35 to Hillsboro, W on Hwy. 22, about 15 mi. to FR 2960. Left 3 mi. 817/694-2901. Every 4th Sunday.

LONG ACRES
12 mi. W of Mannford, Okla. on old Hwy. 51. 918/865-4028. Every other Sunday.

LONGVIEW TX
I-20 past Kilgore, Tx., exit FM 2087 R, first house on R. 214/663-0011. Every 4th Sunday.

MOSIER VALLEY MX PARK
Euless, Texas. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi. L on Mosier Valley Rd. to track. Pro-Am. 817/267-9153 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tx. on Hwy. 287-81. Exit at Mt. Zion Rd. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of Lufkin on Hwy. 103. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on FM 46, Danbury, Texas. 713/849-4461 or 922-1145. AMA Every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tx. 3 mi. S of Alvarado on I-35 W, Greenfield & Varnsville, exit 2 mi. E follow signs. Pro-Am. 214/330-8606. Every second Sunday.

RIO BRAVO PARK
Houston, Texas. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

RUSK MX PARK
3 mi. NE of Rusk, Texas, on FM 768. 214/683-2811 days, 683-4750 eves. Every 4th Saturday.

SAN ANGELO TX
S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. San Angelo, Texas. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Texas. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE CTY MX PARK
Seminole, Okla. 9 mi. S of Seminole on new Hwy. 99. Pro-Am. 405/382-5818. Every 1st & 3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW of Okla. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx. on Hwy. 183. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru down, to FM 552, then L to track. 214/272-6376. Every 1st, 3rd & 5th Sunday.

SEMMONS CYCLE PARK
I-35 btwn. Carrolton & Lewisville, Tx., exit Sandy Lake Rd. Go N, 3 mi. on R. 214/241-4270. 1st, 3rd & 5th Sunday.

SWAN TEXAS
6 mi. N of Tyler, Tx. in the Piney Woods. 214/561-1463. Every 1st & 3rd Sunday.

TWIN OAKS PARK
13 mi. NE of Claremont, Okla., on Hwy 66, to end of 4-lane. 1 mi. E, ¾ mi. S. look for signs. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10 at North Main exit, 2 mi. N of I-10. Pro-Am. 713/576-6025. Every Sunday.

COLO. NAT'L. SPEEDWAY
Erie, Colo. 20 mi. N of Denver on I-25 & follow signs. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

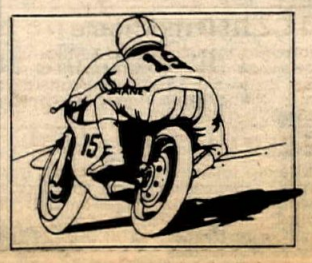
THUNDERBIRD PARK
5 mi. E of Claremore, Okla. 918/341-8282. Every Saturday night.

WILL ROGERS MEMORIAL CENTER
Barn 8, Ft. Worth, Texas. 817/268-0681, 214/276-0409. Every Saturday night.

Hillclimb

DALLAS TX
Btwn. Hwy. 80 & Dallas-Ft. Worth Tnpk in Dallas. 214/337-7534. Every 3rd Sunday.

LAKE WHITNEY RANCH
Lake Whitney, Tx. Texas Hillclimbers Assn. 214/337-7534. First Sunday.



WANT ADS

'67 YCS-1 Yamaha, $125
180cc, 5-speed, ran great until a thief dismantled it. Most parts recovered. (213) 761-3842 or leave message (213) 851-3552.

'75, 360 YZ Yam. (213) 967-5690

'74 Yamaha 250
Just rebuilt, Vesco torque porting, Vesco tank, PP mudder-TT, Magura, fork kit, Cheng Shin. $550.00 or best offer — must sell. (714) 728-4098 or (714) 726-8377. (3)

'74, 125 Yamaha MX
Cherry condition, fast and many extras. Call after 4:00. $600.00. (213) 240-1153. (3)

Goodyear roadracing slicks
In stock for Daytona. Call after 6:00 p.m. Tom Hayner (805) 259-7835. (3)

'74, 400 Maico GP
Small G.P. clutch and narrow side case, special seat, tank and pipe, alloy rims, brake pedal, etc. Fresh motor, fast & sano. Steve (714) 828-4141. (3)

Two 1974 Honda TL125s
One in excellent condition, $450.00. Other good condition, $425.00. Both $850.00. Munari boots, size 9½E — worn twice — $45.00. (805) 495-9874. (3)

HOOKER PIPES up and down position for Husky. 125 Sherpa, Yamaha MX 360, brand new, $15-20 dollars. (714) 986-3038. (3)

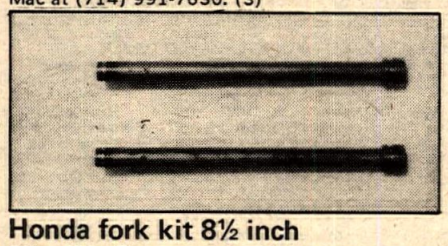
Super Combat 125 Hodaka
FMF kit, super trick, best offer. (213) 443-8156. (3)

1972 OSSA STILETTO ported, new piston, Magura levers and throttle, Barnett clutch, Fun and Fast, and more including riding equipment. All for $400.00. (213) 338-8910. (3)

750 CHAMPION Yamaha, CDI, latest stuff, Jim Baxter (314) 723-1949. (3/4x)

'73 TM 125
Great condition, F.M.S., JH pipe, fork kit, Pettys, looks clean, $350.00. (714) 523-2823.

ANYONE KNOWING the telephone number or address of Dave Winters, please call Mac at (714) 991-7630. (3)



Honda fork kit 8½ inch
Fits 250 Elsinore. Our kit gives you a smoother ride with more precise damping, $24.95 plus tax. CODs OK. Hilesalu Manufacturing Company, 322 North Lima, Burbank, CA 91505. (213) 842-3280. (1/3x)

Primo Elsie
Get this tee-rick bike and start winnin'. Lots of xtras, new paint and forward mount. Call me for more spec. Tom (213) 327-2596.

Hire me!
Am qualified in parts, accessories, service management, and new & used bike sales. Resume on request. Call anytime, ask for Mike (714) 284-1811. (3/3x)

'74 CZ 250 red frame
Electronic ignition, 34 Mikuni, Curnutts, cleansweep pipe, 2 tanks, much more. Very clean, little use. $825.00, consider trade for quality hand guns, jeep, or camping trailer. (213) 370-0663. (3)

CZ 250 late '72
I've taken excellent care of this bike. Mikuni, Femsa, Birt pipe and porting. 1" fork extenders, new plastic fenders, D.I.D. & 8 ga. spokes, new Barum, Konis, alloy tank, playbike not racer, $400.00. (213) 657-2067.

"Munari & Norstar boots" $59.95
Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

NEW 360 BULTACO ASTRO — $1625 one only; 125 BULTACO PURSANG, 2-1974s, 1-1975; 200 PURSANG, $1100; one 1974 MATADOR ISDT, $1050; 1976 S.T. — $1425. (214) 561-4747. (50/4x)

Enduro special
XL-410; engine by Hi-per-kinetics, custom air box, fork kit, long travel shocks, 3.2 gal. Big River gas tank, Preston Petty headlight & fenders, Inter-Am bars, extras. This bike is enduro-ready and is a winner! Only $795. (213) 421-9179. (3/TFN)

$15/30/5 LIABILITY INSURANCE, 12 months rates: 70cc's $24, 250cc's $38, 500cc $60, 650cc's $73, 1200cc's $85, (All other coverages available). (213) 679-3318. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (1/TFN)

1973 YAMAHA 80 GTMX, stock, excellent condition, $300.00. Daughter's, never raced. (213) 285-7238. (2/2x)

****BMW****
1967 R-60 excellent condition, 40,000 miles, fairing, bags, & rack, front disc brake, $995.00 or trade for Yamaha 400 B mono. (213) 672-3444. (2/2x)

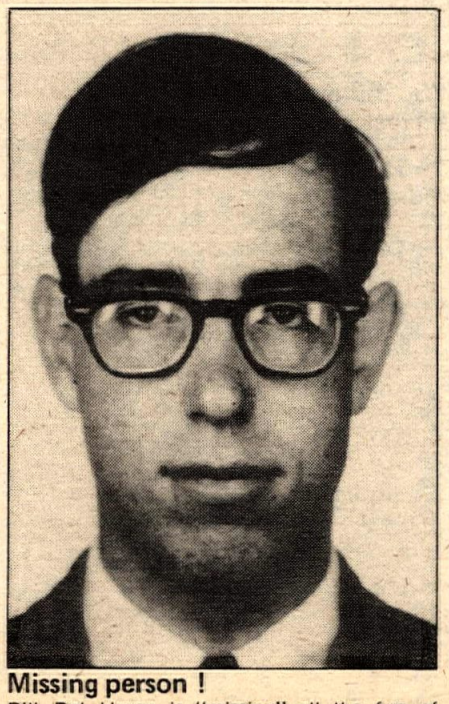
'73 Kawasaki F9 5000 mi.
Super clean, never raced, previous owner broke his body in car wreck — must sell! $700.00 or best offer. (213) 464-2341.

'73 Bultaco Alpina
Excellent condition, new knobby, have license and street equipment, $500.00 or ? (714) 658-8510 or (714) 925-8883. (3)

CERIANI FORKS with 19 Akront for Tri. $80.00. Mavrick shocks $15. (213) 925-9846. (3)

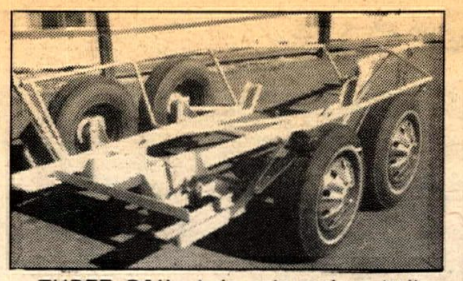
'74 CZ, 250cc, nr. new. FMS, Mikuni carb, never raced, $750 or OFFER. Call (213) 329-2000 after 7 p.m. (3)

Husky 400 6-speed
1974 model set up for desert, xlnt. condition, $1000.00. (714) 522-8624. (3)



Missing person !
Bill Del Hagen is "missing" all the fun of desert racing because of broken back — get well soon

Darold and Chris (3)



THREE RAIL, twin axle, unique trailer. Hauls fourth bike with bolt on rack. '76 license paid, located in El Cajo. Phone (714) 440-9418. (3)

'72 Yamaha 650
Low mileage — fine condition, $850.00. Special paint. (714) 683-8902. (3)

'73 Honda Elsinore
Excellent condition, must see, $695.00. (213) 941-4327. (3)

Bultaco Sherpa T 250
Xlnt. cond., extras, $419.00. Cycle trailer, very sturdy, tracks good, $129.00. (714) 653-1231. (3)

'75, 250 Husky GP
Nitrogen Fox Forx, new seals, gas/oil Curnutts, Vesco desert tank and stock tank, Terry cables, Malcolm's tool bag and skid plate, Diamond chain, new Cheng Shins, some spares, raced 3 times, must sell, being transferred, $995.00. After 5 p.m. (714) 242-4457. (3)

'75 Elsie 125 — super trick
FMF ported GP barrel, FMF pipe, 34 Mikuni, milled Webco head, fwd. Mtd. Konis, Red Line swingarm, 520 chain & sprockets, full Barnett clutch, good Bridgestones, ridden less than 4 months. Injury forces sale, $678.00. (714) 962-9701. (3)

'73 Husky 250 WR desert
Excellent condition, Vesco 4 gal., Curnutts, Pettys. super clean. $800.00. (213) 425-2495.

TA 250 Yamaha twin ½ miler
TA 250 Yamaha twin with Champion frame, tank, seat and Ceriani forks, Barnes wheels and disc brakes. Plus extra piston, rings, ex. cond. for $1650.00. (714) 658-6154. (3)

Smuggler 1973 18', $1850
Excellent condition, semi sic, sleeps 6, extras inc. 8 track stereo, spare tire & more. Ph. (714) 595-3884. (3)

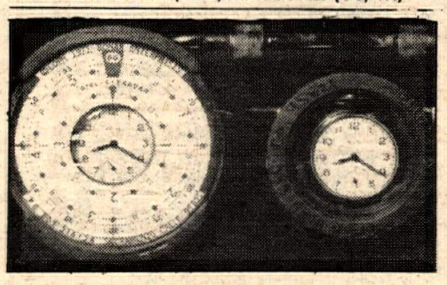
'72 BULTACO ALPINA 250cc, like new, $500. Two '72 Suz. RV 90s, $290.00 each. (213) 425-8737 or (213) 596-1559. (3)

'71 Husqvarna 250CR, $425
Looks like new, runs like new, seldom ridden. Mint original condition except for Patterson clutch and Curnutt shocks. Very dependable machine. (213) 429-3591. (3)

Parts
Yamaha 250-360 CDI unit, $60.00. '72-'74, 250-360 rear wheel assembly, $30.00. 250-360 crank assembly, $15.00. Assorted Yamaha parts. (714) 246-8181. (3)

'70 OSSA 250. COMPLETELY REBUILT, no fiberglass, C.D.I., new rubber and much more. Looks and runs great. Best over $375.00 takes it. John (213) 966-7686. (3)

1975 Yamaha TZ 750B roadracer
Just out of crate, never raced. Must sell, make reasonable offer. (217) 877-6872. (50/4x)



1) ENDURO TIMEKEEPER ("Dial-A-Enduro") $29.95 (wo/watch $23.95). 2) POCKET WATCH HOLDER $9.95. (10 day trial — $1.00 for post. & hand. — California residents add tax). Bonard Ent., 3128 Auburn Blvd., Sacramento, CA 95821.

Suzuki GT 550 '72'
$875.00. Suzuki TS 200 '67', $250.00. & complete motorcycle services. Latco Motorcycle Works, 2831 Junipero Bldg. No. 607, Signal Hill, CA 9806. (213) 426-1817.

Yamaha-250-Twin
Half miler — Ascot ready — No. 3 high point bike in '75. Best offer — Steve Fortune (714) 826-2386. (2/2x)

YAM. MINI 90cc, excellent pit Rat, $150.00. (213) 393-2605 after 6 p.m. (3/3x)

Motorcycle trailers 4 rails
$300.00 custom built. Chrome-plated trailer hitches installed, $45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (30/TFN)

Call us on our tire prices
(213) 289-5301. (43/TFN)

Trade bike for house repair
Have 1973, 450 WR Husky, Vesco K&N, Boges, etc. that I would trade for carpet, fencing, carpentry, painting, or sell for $650.00. Jeff, El Monte (213) 448-5531. (3)

TR3 roadrace cylinders
2—34mm carbs, 3 pistons, 4 rings, crank parts, $250.00. Hurst rear disc rocky hub master cylinder, caliper, disc, $100.00. RD 350 front end, $150.00. Dennis (213) 943-4464. (3)

BULTACO PURSANG (3), '72, 350. '73, 250. '74, 360. Low mileage, never raced — loaded with extras — mint condition. Best offer for one or all. After 7 p.m. or weekends (213) 291-7592. (50/5x)

Mini speedway bike
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BIKER magazine is for the road riding man. Published bi-weekly by the folks who bring you Cycle News. Free BIKER pin with each subscription. Send $7 for one year of BIKER (26 issues) to BIKER, Box 2610, Long Beach, California 90801. (31/TFN)

'75 Yamaha 250 mono
Big tank, monomods, Uni filters, Trickit, skidplate, $950.00. (714) 827-6086. (3)

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Brand new Curnutts, Preston Petty fenders, and more. Ask for Dan (213) 630-3621. (3)

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Strong and clean, $550.00. Call Yvonne (805) 522-4411. (3)

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Consistent winner. Well maintained and in top condition, many extras. $750.00 or best offer for quick sale. Terms available. M. Maxwell (213) 278-1522. (3)

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Bultaco engine basket case 1971 or 1972, 250cc or bigger. (805) 946-1975. (3)

BIKER magazine is rated R for road riding men. Parental guidance suggested. Published bi-weekly by Cycle News, Inc. Be a charter subscriber to BIKER and get a free pin. One year subscription (26 issues) only $7. BIKER, Box 2610, Long Beach, California 90801. '31/TFN)

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Red Mountain MX race, Sunday, Jan. 18 — small brown dog, answers to Dusty. Call Rust Meltzer after 6 p.m. (714) 846-5272. (3/2x)

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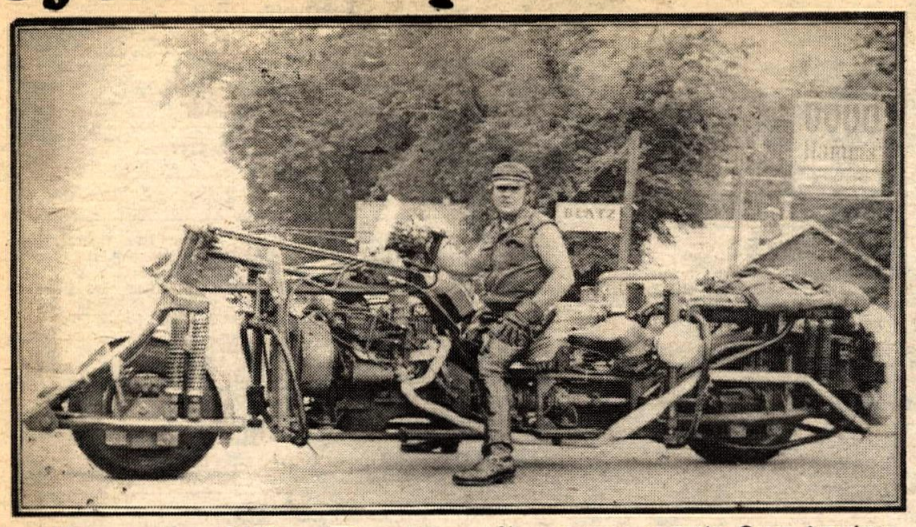

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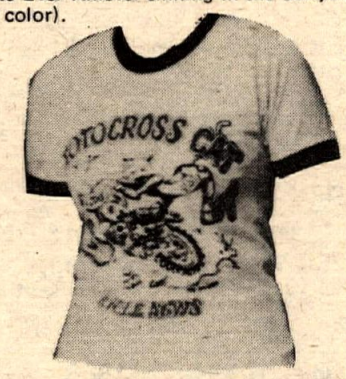

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Excellent condition, 2500 miles, never dropped. Will deliver to L.A., San Francisco, Sacramento or in between. $1900.00 or best offer. Ask for Dave Stokes (209) 485-7670. (3)

'73 CR250 Honda rocket

3 races only. In storage for past year. Extras including MT ignition, new piston & rings. Lost job, must sell, $650.00. Prepare to beam down! (213) 433-3108. (3)

Shoestring wheel works

Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

XL350 Honda 1975, $750

4M miles, '76 tags, excellent condition. Phone (213) 965-0126. (3)

Yamaha 175

250 front brake and forks with fork kit, moved up shocks. Wife's bike, xlnt. condition, must see, $235.00. (213) 598-9346. (3)

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Needs new shocks, steering head, bearings. Everything else fine, two tanks. (714) 535-5632. (3)

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Excellent condition, rode 2x's. (213) 425-4637. (3)

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250cc, perfect condition. Call Rob Valero (213) 338-7991 or (213) 337-0261. (3)

'74 CR 125 red racer

Fast with trick porting, fresh engine, 30 Mikuni, FMF pipe, Miller red paint job, chain guide, and GP seat. Slanted gas shocks, gas forks, Andres bars, DG air box, Maguras, Maico fenders, sano cond., $650. (213) 598-3862. (3)

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Cam, 36mm Mikuni, Betor forks, Curnutts, Vesco tank, skid plate, street license, excellent condition. Old age forces sale, $785.00. (714) 552-7824. (3)

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Fast and reliable, Vesco, Curnutts, etc. Outstanding condition, $500.00 or offer. (714) 546-8139. (3)

Honda CL 175

$550.00. Plus complete motorcycle services. Latco Motorcycle Works, 2831 Junipero Bldg. No. 607, Signall Hill, CA 90806. (213) 426-1817. (3)

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Super trick & clean! Wife's bike that she never rides, $295.00. (714) 838-2909. (2/3x)

Norris Roberts' Honda

Brand new year end sale. 75CR250, $1088.00. 76MR175, $780.00 and 76TL250, $899.00. Open Tuesday thru Saturday, 9 a.m. to 6 p.m. (714) 492-6741. (2/2x)

'75 Bultaco 125

Xlnt. cond., must sell, $550.00. (213) 352-3581. (3)

Wanted

Smuggler trailer, 20'-up, good condition, reasonable. (213) 693-2825. (3)

GP Husqvarna sale

1975, 360 GP, $1250.00. 1975, 175 GP, $895.00. Both in excellent condition. Also 125 Monark with GS engine, $350.00. (805) 831-9684. (3)

'76 Monoshock 125 trade

Stock and perfect condition. Trade for good enduro Penton or Husky 125, 175, 250. (714) 925-8883 or (714) 658-8510. (3)

TD-3 Yamaha flattracker

Completely rebuilt engine, very fast, extras, $1400.00. (213) 587-7244. (2/2x)

"Mooch deals"

TT 500 Yamahas, $1276.00 out the door plus shipping. MX 400s, $1295.00 out the door. S & L Yamaha, 5938 Pacific Boulevard. Huntington Park, California. (213) 587-7244.

Nutter's speedway gear

1974 Jawa & parts. Also Rainbow Team van, maxi Dodge set up, $10,000.00. Call days (213) 370-8270. (3)

1974 Monark 125 MX perfect

Playbike, quick, clean, light. Low trail miles, long travel forks, Boge rear. Stored one year. must sell. $399/offer/trade. (213) 349-2625.

Misc. M/C access.

Alloy Elsinore tank, BSA fiberglass tank, Tri. 500 pipes TT & high, near new forks (Boge Unv.), XL 350 frame, pumper carb 32mm, 19" spool Akront wheel, lots of tires. (213) 393-2605 after 6 p.m. (3/3x)

'75 Kawasaki KX 400

Excellent condition, set up for desert or MX, modified suspension, ported, fast, super deal. (213) 670-7440 or (714) 996-3241. (3/2x)

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New seals, bearings, crank, piston, rings, ported, L-D-shocks-S&W, Trick-pipe. $425.00. (714) 525-2163. (3)

3 bike trailer

Super strong, safe, easy to pull bike trailer — can also be used as utility trailer — $350.00. Fountain Valley (714) 968-3875. (3)

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G.P. frame with 9" travel, gas Girlings, gas-oil front end, Yamaha front hub, $2,500 invested. Must sell. (714) 987-2143. (3)

Husqvarna pipe wanted

1971 Husqvarna 360 stock pipe wanted. Call Ron regarding reasonable prices! (213) 596-8148. (1/TFN)

'73 Yamaha 360 MX

Clean, good condition, must see, $425.00. (213) 941-4327. (3)

First $400 takes

Trick Honda Elsinore 125. Red paint, laid down Boge, FMF, 30mm Mikuni, and more. Dependable. $400.00 cash firm. (213) 899-4305. (3)

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King Scorpion enduro model, showroom condition, street legal, knobby tires, Koni shocks, Diamond chain, many other extras. Super clean and fast, $725.00 or offer. (714) 635-4269. (3)

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Fresh 650 engine, set up for desert. Never raced, $2,400 invested, many extras & spare parts, perfect condition. Asking $1,195 forced sale — call eve. (714) 960-2279. (3)

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To your specs. For bikes, number plates and cars. Any decal material. Distributors wanted. Call or send samples. (213) 579-6043. (2/2x)

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Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal—Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

750 Triumph Champion
Plated frame, Barnes with discs, Ceriani forks, Branch Flowmetrics head, TT & ½ mile equipment, Tom Whiles X Triumph $1,800.00/offer. Kevin Morrison (415) 689-0386. (3/2x)

'72 Astro — '74 VR
Bultaco — race ready, 0 time on top & bottom end — $425.00. Montesa — good cond., off road sticker, many extras — $525.00. (213) 427-0861 or (213) 427-3106.

Motorcycle trailers
Major brands 2 & 3 rails — small or large wheels. Prices start $176.00 — ramps, hitches, Tie-downs & accessories — everything 20% off list. MSC, Sun Valley (213) 767-1757. (3/4x)

1975 CR 125 Honda, $625
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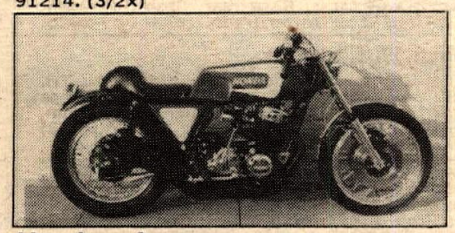
Sales reps wanted
by west coast distributor of prominent high volume motorcycle aftermarket line. All inquiries received will be treated in strict confidence. Reply to: Cycle News, P.O. Box 498 Dept. AM, Long Beach, CA 90801. (3)

Boo Sierra Club! New vinyl
"Improve the desert — plant a Sierra Clubber" bumper stickers; $1.00 each. (Calif. residents add 6% sales tax.) Send cheque to: Quick at Quill, P.O. Box 8103, La Crescenta, CA 91214. (3/2x)



Honda cafe racer
836cc, Venolia pistons, K&H cam, Barnett clutch, 4 into 2 pipes, oil tank & cooler, Borrani rims, fresh, $2000.00. (213) 795-1003. (3)

CZ CHROMEMOLY motocross frame; complete. Nickel plated, brand new, $175. (714) 453-6947. (3)

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4 mos. old, extra shocks, new air filter, new sprocket, Metzeler tire. Simi Valley. $995.00. (805) 522-3436. (3)

Yama road racer parts sale
TZ-350 barrels, heads, RD-250 — barrels, heads — slave crank for late twin — converts to single — o rings — CDI parts — BRAKE PARTS! Spray cans —gearing, much more. (714) 893-6691. (3)

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350 Ducati frame. Contact Jim Thompson (213) 638-5134. (3)

'73 Husky 250 WR—$550/offer
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One of a kind Myerscough machine, YZ80B, custom chromed — moly — nickel plated frame, Ceriani forks, new seat, custom paint, fenders, etc. Cherry condition, best offer. (213) 360-7989. (3/2x)

Immaculate '75 Husky 250 GP
Needle bearing swingarm, K&N filter, CZ chain, new fenders, cases set up at Malcolm's, new rod, more. Ready to win at $995.00. (714) 686-0411 days, 686-6402 nite. (3)

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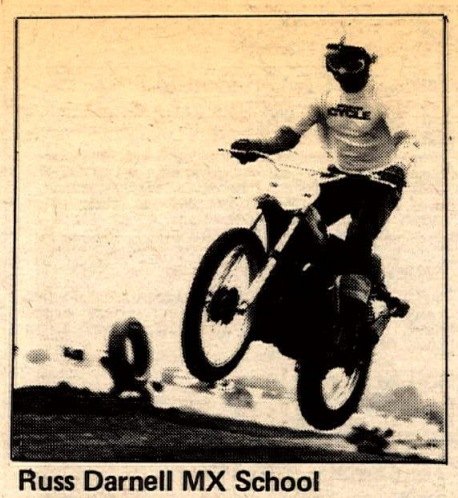
1969 Yamaha 175, laydown Curnutts, long travel forks, recent bore, Turner pipe, Filtron, Pettys, H.D. wheels, etc. $395.00 ? Offer. (213) 692-2680. (3)

Honda Redline frame
1975 / 350 engine, 1000 miles on new engine, $1150.00. (714) 774-1840. (3)



Russ Darnell MX School
Argyll Park, Dixon, CA. Jan. 31st & Feb. 1st enter fee $30.00. Camping at track & learn pro-racing technique. (213) 367-1722 or (916) 678-3592. (2/2x)

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'74, 250 PURSANG. 8" FORKS, moved up Boges, ported, new lower end, new Metzeler, Andre bars, H.D. spokes, clutch springs, Diamond chains, extras, $800.00. (213) 767-4043. (3)

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1973 Bultaco 250 Pursang
Rebuilt engine, new fork seals, forward mounted Konis, reliable, clean, good condition, 1st overbore. Must sell! $450.00 or best. (213) 899-4305. (3)

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I need any good stock DKW flat expansion chamber — Also need headpipe. Write or call — Dick Rambo, 704 E. 5th, Kennewick, Wash. 99336 — (509) 582-8977. (3/2x)

'75 SUZUKI RM 125, never raced, ridden only 12 hrs. $650. (213) 996-1346. (3)

1973 YAMAHA SC 500, many x-tras, $495.00 or best. (213) 884-9880. (3)

'74¾ Bultaco 250 Pursang
Konis moved up top & bottom, fenders, H.D. rear spokes, Magura throttle, Diamond primary, Andres! Fast! A near giveaway at $625.00. (213) 761-3135. (3)

'72 Bultaco Matador SD
Perfect condition, less than 400 miles, in storage for past 3 years, $600. (714) 552-1908, eves. (3)

MUST SELL: '75, 250 MAICO, excellent cond., best offer! Also pair of Betor front forks with 8¼" travel, $75. Phone (213) 941-9611 or (213) 941-1605. (3)

'75 Bultaco 250 Pursang
Laid down gas shocks, plastic fenders, Metzelers, chain guide, and Yamaha front hub. Well maintained. $850.00 or best offer. (714) 879-8254. (3)

One owner '72 Yamaha 250 MX
Well maintained, desert or cow trail ready, 2 tanks, 6 plys, F.M. Curnutts, Trick-it, $450.00 or ? (714) 496-8806. (3)

CZ CZ CZ CZ CZ CZ CZ CZ CZ
Air oil fork kits for all CZs, increases travel 1". Includes air oil caps and modified damping rods with relocated holes to improve damping. Caps, $10.95. Rods, $9.95. Grand Prix Specialties, 1312 W. Burbank Blvd., Burbank, CA 91505. (213) 846-4405. (3)

FOR SALE: 250 twin Yamaha, Champion frame & 360 Yamaha Champion frame — many extras. Phone (213) 965-9376 after 6:00 p.m. (3/4x)

250 WR Husky
5 speed, well maintained. Old man's play bike. New aluminum clutch, new bars, fork seals, Konis, tool bag, tools, parts manual, lights, speedometer and street license available. (714) 528-5312. (3/2x)

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Brand new bike trailer. Carries 3 full size bikes and all your gear. Heavy duty 4 inch channel frame, storage compartments & cabinets, full lighting system including battery, double back doors for easy loading. Fully insulated, licensed until Feb. 1977. Many extra features. This trailer has never been used, $1295.00. (213) 247-3062 or (213) 894-9351 ask for Terry. (3/2x)

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250, 350, 700, & 750s. Complete TA, & TZ engine assembly. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, CA 90255. (213) 587-7244. (3/4x)

Expansion chamber parts;
Truck load of cones, head pipes, etc. (714) 838-2902. (2/3x)

Club Guide Information Blank

Free Listing for 1976 Club Guide

To have your club or organization listed in the 1976 Club Guide, fill out this blank and mail it to: Cycle News Club Guide, P.O. Box 498, Long Beach, California 90801. Your listing will appear in the new Club Guide to be published at the first of the year. If you were in the 1975 Club Guide and your club has moved, changed phone number(s), changed name or been disbanded, please use the blank to bring us up to date.

Name of Club _____

Street Address _____

City _____ State _____ Zip _____

Phone number(s) Area Code _____ Number _____

AMA affiliation: Yes _____ No _____

District number _____

Other organizational affiliation _____

Type of Club _____

Membership: Open _____ Closed _____

Signature of club officer _____

This is: a new listing ____ a change ____ a notice of disbandment ____

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Additional notes: _____

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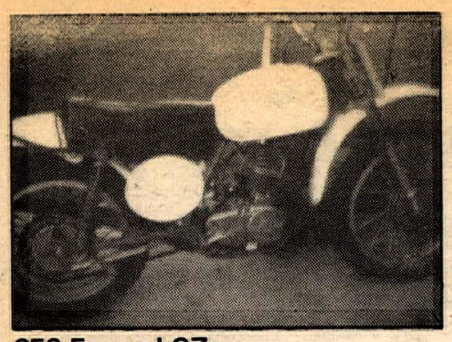

250 5 speed CZ

'73 B. to V. veteran, G.P. fork kit, Curnutts, 3 gal. tank, tools, $550.00 firm. (213) 371-0614. (2/2x)

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'74 Kawasaki 500 H-1

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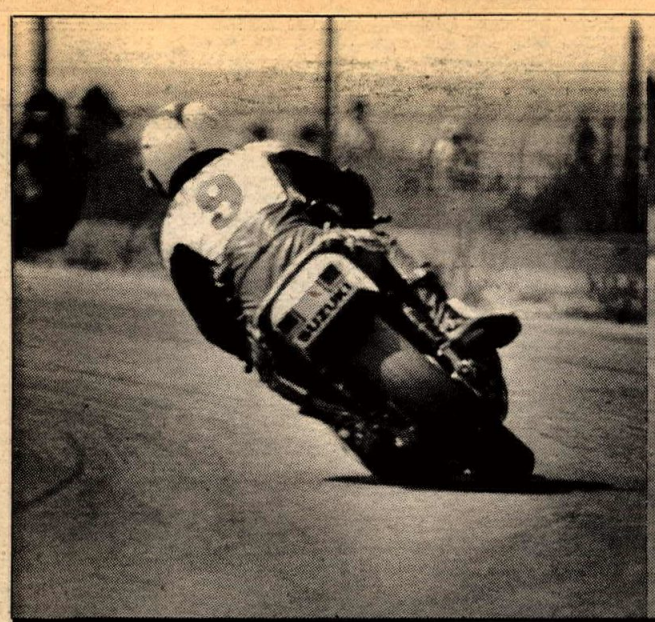
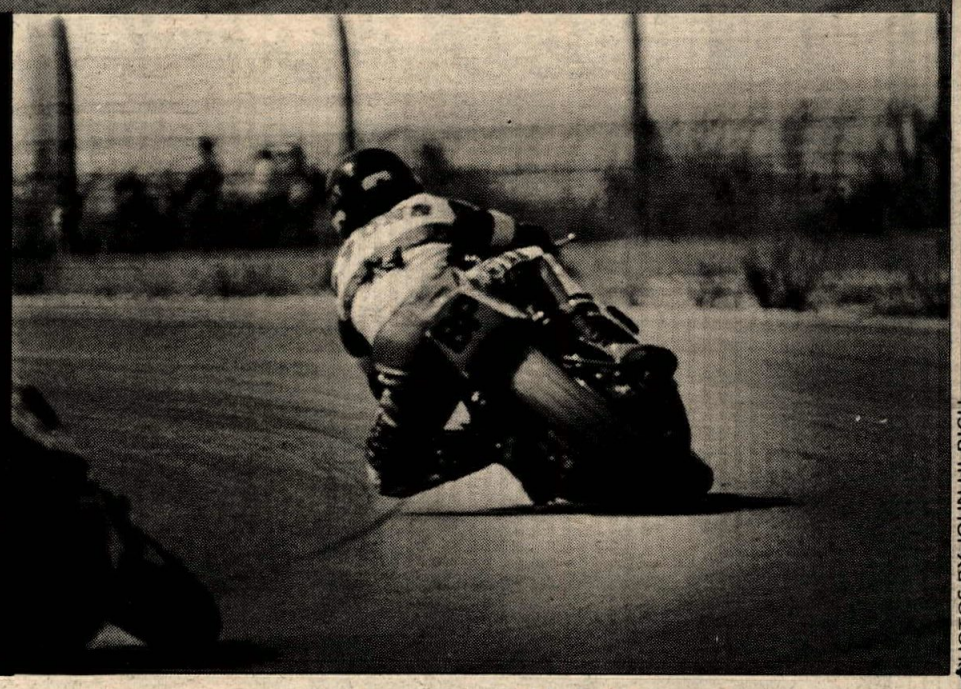


A matter of style...

Same spot, same corner, same brand of motorcycle; the determinant here is the physical size of the rider as much as anything. Gary Nixon (9) learned his craft at a different school than the current crop of knee-out pavement pounders. Gary is also a very compact individual who can stay tucked in with nothing overflowing into the slipstream; thus he prefers to just stay put, slam the fairing onto the tarmac and boogie. Pat Hennen (80) has to fold a far longer body onto the motorcycle, with resulting overhang. Note also the air gap under Pat's fairing, which demonstrates the net effect of the hanging-off, knee-out style; it leaves the machine more upright while the rider does his gymnastics. The exception is Roberts (1), with a compact body like Nixon's, yet Kenny hangs off anyway and gets everything down to the ground – knees, fairing, everything. Frenchman Patrick Pons (right) appears to be flexing the Yamaha's swing arm, sliding, and hanging off to boot. A wild man.



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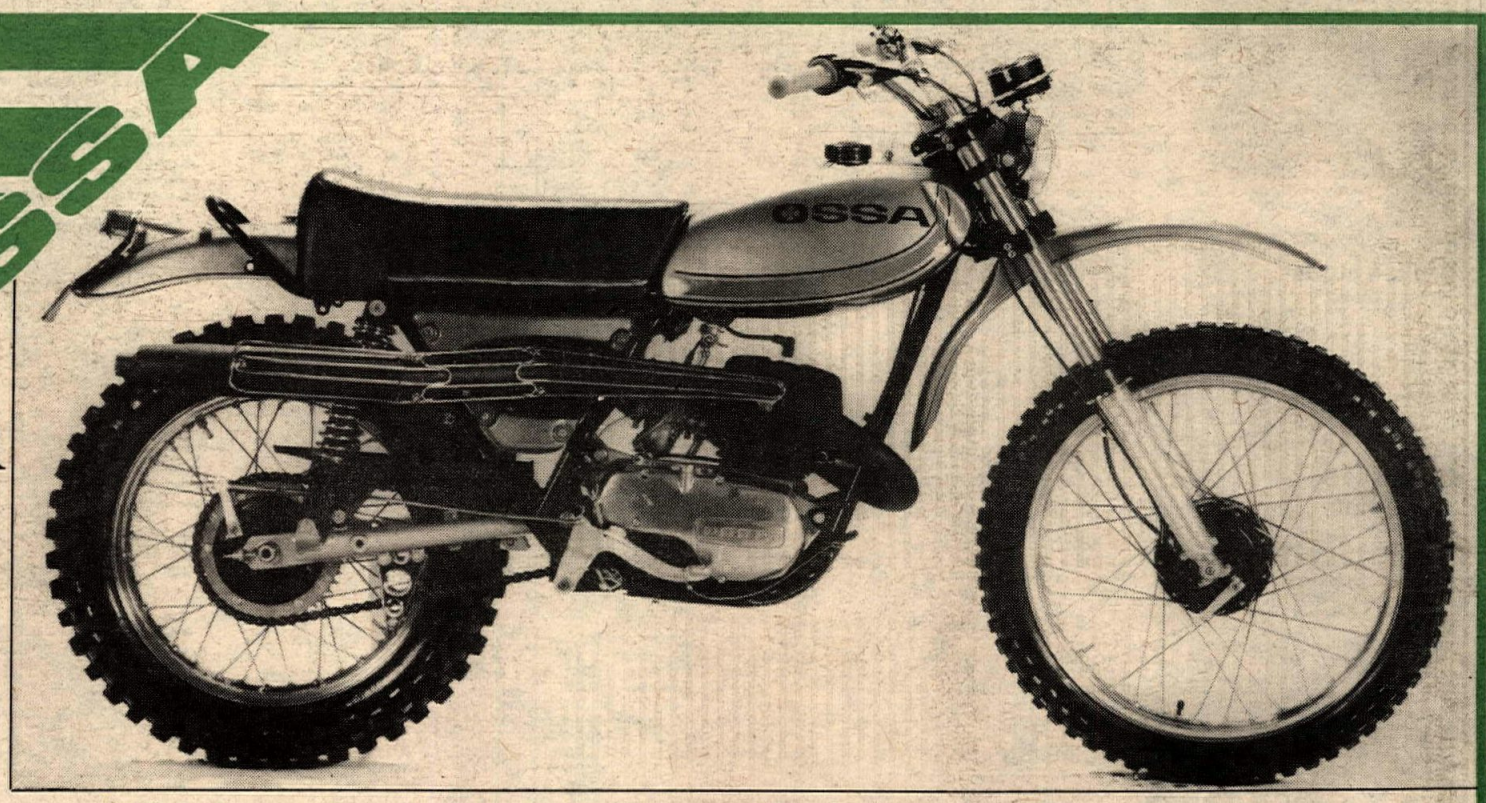

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